

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

June 3, 2003

**SUBJECT:**

Approval of the Recommendations in the High Capacity Transit Study

**SUMMARY:**

The High Capacity Transit Study is designed to be the first step in developing and prioritizing the recommended network of high capacity transit services. In May 2001, the MAG Regional Council approved the Unified Planning Work Program, which included \$500,000 to develop a high capacity transit study. On October 30, 2001, the MAG Regional Council approved that the IBI Group be selected as the consultant to develop the High Capacity Transit (HCT) Study for an amount not to exceed \$500,000. The study evaluated the possible use of existing railroad corridors for commuter rail and identifies other high capacity transit technologies, such as bus rapid transit or light rail, in other high demand corridors in the region. Initiated in January 2002, the planning efforts for the HCT are being integrated with the development of the Regional Transportation Plan (RTP). Future steps include additional review of corridors, including analysis of expected funding available, and consultation with member agencies and the public, to refine the number and coverage of the recommended corridors in the RTP.

Due to the complexity of the issues addressed in the study, and concerns expressed by the Transportation Review Committee (TRC) at their March 27, 2003 meeting, the HCT was presented at the April meetings of the Management Committee, Transportation Policy Committee and Regional Council for information and discussion. Approval of the study was delayed pending additional input and greater understanding of the study, with possible approval in May, 2003. At the TRC meeting on April 24, 2003, members expressed concern about accepting the recommendations of the HCT. Specific concerns included the timing of commuter rail in the recommendations, and the need to address the future of high capacity transit in the Baseline corridor. To address the specific concerns of the TRC, the final report has been changed and MAG staff delayed forwarding the TRC recommendation to the Management Committee to provide sufficient time for member agencies to review the revised final report. Revisions include additional clarification regarding the Baseline corridor, and refinement of the recommendations to modify the timing of potential commuter rail start-up service. Specific changes made are shown in a table on the attachment.

The revised final report reflects additional input from the Transportation Review Committee, Management Committee, Transportation Policy Committee and Regional Council. Completed working papers from the five milestones of the project, and the final report, are available on the MAG Web site at [www.mag.maricopa.gov](http://www.mag.maricopa.gov). A copy of the executive summary is also enclosed. Members are encouraged to visit the MAG Web site to view the maps in color.

**PUBLIC INPUT:**

Extensive public input has been obtained throughout the study by hosting public workshops, interest group presentations and open houses. In addition, bi-monthly meetings of member agencies (High Capacity Transit Working Group) were held throughout the study. Public input has been incorporated into the working papers and final report.

At the Transportation Policy Committee meeting on April 16, 2003, a representative of the Burlington Northern Santa Fe Railroad expressed willingness to work with the region to relocate a freight yard to

a point north of Surprise to assist in implementation of commuter rail along BNSF right-of-way. The representative noted that relocation of the freight yard could have positive impacts on traffic congestion, air quality and safety.

At the Transportation Policy Committee meeting on April 16, 2003, a citizen commented that, in addition to commuter rail, additional bicycle and pedestrian facilities are needed on Grand Avenue.

### **PROS & CONS:**

**PROS:** The study evaluates the potential of using commuter rail in the region and identifies other high capacity transit options (bus rapid transit and/or light rail) in other regional high-demand corridors.

**CONS:** Identification of additional high capacity transit options could increase the competition for limited transportation resources.

### **TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The study conducted a thorough feasibility analysis of commuter rail along existing rail corridors in the region and other bus rapid transit/light rail corridors, resulting in an integrated commuter rail and bus rapid transit/light rail system that, if implemented, would provide efficient and convenient travel throughout the region. The results of this study are being integrated with the development of the Regional Transportation Plan.

**POLICY:** Although some policy implications have been addressed in the recommendations of the study, decisions on the role of commuter rail in the region and the amount of future funding available to fund high capacity transit improvements are being deferred to the RTP process.

### **ACTION NEEDED:**

Recommendation to accept the corridors as identified within the High Capacity Transit Study for consideration as input into the Regional Transportation Plan process, subject to integration with the express bus network from the Valley Metro/Regional Public Transportation Authority Regional Transit System Study, and subject to additional input received from MAG member agencies.

### **PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee: On May 29, 2003, the Transportation Review Committee was provided additional information on revisions made to the final report. No action was taken by the Committee.

### **MEMBERS ATTENDING**

Scottsdale: Jan Dolan, Chair  
Phoenix: Jack Tevlin, Vice Chair  
ADOT: Dan Lance  
Avondale: Dave Fitzhugh  
Buckeye: Carroll Reynolds for Joe Blanton  
Chandler: Bryan Patterson for Patrice Kraus  
\*Fountain Hills: Tom Ward  
\*Gila Bend: David Evertsen  
Gilbert: Tami Ryall  
Glendale: Jim Book  
Goodyear: Grant Anderson

\*Guadalupe, Antonio Figueroa  
\*Litchfield Park: Mike Cartsonis  
Maricopa County: Tom Buick  
Mesa: Jim Huling for Jeff Martin  
Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
RPTA: Ken Driggs  
Surprise: Scott Phillips  
Tempe: John Osgood for Mary O'Connor  
\*Wickenburg: Shane Dille

### **EX-OFFICIO MEMBERS ATTENDING**

\*Regional Bicycle Task Force: Pat McDermott, Chandler  
\*Street Committee: Don Herp, Phoenix  
ITS Committee: Jim Book

\*Pedestrian Working Group: Eric Iwersen, Tempe, for Reed Kempton, Maricopa County Dept of Transportation  
\*Telecommunications Advisory Group

\* Members neither present nor represented by proxy.

Transportation Review Committee: On April 24, 2003, the Transportation Review Committee recommended accepting the corridors as identified within the High Capacity Transit Study for consideration as input into the Regional Transportation Plan process, subject to integration with the express bus network from the Valley Metro/Regional Public Transportation Authority Regional Transit System Study, and subject to additional input received from MAG member agencies.

#### MEMBERS ATTENDING

Scottsdale: Michelle Korf for Jan Dolan,  
Chair  
Phoenix: Jack Tevlin, Vice Chair  
\*ADOT: Dan Lance  
\*Avondale: Dave Fitzhugh  
Buckeye: Joe Blanton  
Chandler: Dan Cook for Patrice Kraus  
\*Fountain Hills: Tom Ward  
\*Gila Bend: David Evertsen  
Gilbert: Brian Townsend for Tami Ryall  
Glendale: Jim Book  
Goodyear: Grant Anderson

\*Guadalupe, Antonio Figueroa  
Litchfield Park: Mike Cartsonis  
Maricopa County: Tom Buick  
Mesa: Jim Huling for Jeff Martin  
Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
RPTA: Ken Driggs  
Surprise: Scott Phillips  
Tempe: John Osgood for Mary O'Connor  
Wickenburg: Shane Dille

#### EX-OFFICIO MEMBERS ATTENDING

\*Regional Bicycle Task Force: Pat  
McDermott, Chandler  
\*Street Committee: Don Herp, Phoenix  
ITS Committee: Jim Book  
\* Members neither present nor represented by  
proxy.

Pedestrian Working Group: Reed  
Kempton, Maricopa County Dept of  
Transportation  
\*Telecommunications Advisory Group:

Regional Council: On April 23, 2003, the Regional Council heard a presentation and discussed the High Capacity Transit Plan.

#### MEMBERS ATTENDING

Mayor Wendy Feldman-Kerr, Queen Creek,  
Chair  
Mayor Joan Shafer, Surprise, Vice Chair  
# Councilmember Brian Milkey for Mayor  
Douglas Coleman, Apache Junction  
Mayor Ron Drake, Avondale  
\*Mayor Dusty Hull, Buckeye  
Mayor Edward Morgan, Carefree  
\*Vice Mayor Ralph Mozilo, Cave Creek  
Mayor Boyd Dunn, Chandler  
Mayor Robert Robles, El Mirage  
Mayor Jon Beydler, Fountain Hills  
\*Mayor Chuck Turner, Gila Bend  
\*Governor Richard Narcia, Gila River Indian  
Community  
Mayor Steven Berman, Gilbert  
\*Mayor Elaine Scruggs, Glendale  
Vice Mayor James Cavanaugh, Goodyear  
\*Mayor Margarita Cota, Guadalupe  
Mayor J. Woodfin Thomas, Litchfield Park

Supervisor Max W. Wilson,  
Maricopa County  
Mayor Keno Hawker, Mesa  
Mayor Edward Lowry, Paradise Valley  
Vice Mayor Ella Makula for  
Mayor John Keegan, Peoria  
\*Mayor Skip Rimsza, Phoenix  
\*President Joni Ramos, Salt River Pima-  
Maricopa  
Indian Community  
\*Mayor Mary Manross, Scottsdale  
\*Mayor Neil Giuliano, Tempe  
\*Mayor Adolfo Gamez, Tolleson  
Mayor Lon McDermott, Wickenburg  
\*Mayor Daphne Green, Youngtown  
Rusty Gant, ADOT  
Joe Lane, ADOT  
F. Rockne Arnett, Citizens Transportation  
Oversight Committee

\* Those members neither present nor represented by proxy.

# Attended by videoconference or by telephone conference call.

Transportation Policy Committee: On April 16, 2003, the Transportation Policy Committee heard a presentation and discussed the High Capacity Transit Plan. Major items discussed included: (1) operations and maintenance costs of high capacity transit needs to be discussed in addition to capital cost; (2) possible opportunities to receive federal funding for light rail and/or bus rapid transit technologies; (3) ways to seek partnership opportunities with the Union Pacific Railroad.

#### MEMBERS ATTENDING

Mayor Neil Giuliano, Tempe, Chair  
Mayor Elaine Scruggs, Glendale, Vice Chair  
\*Benito Almanza, Bank of America Arizona  
F. Rockne Arnett, Citizens Transportation  
Oversight Committee  
Mayor Steven Berman, Gilbert  
Dave Berry, Swift Transportation  
Jed S. Billings, FNF Construction  
Councilmember Peggy Bilsten, Phoenix  
Councilmember Pat Dennis, Peoria  
\*Mayor Ron Drake, Avondale  
\*Mayor Boyd Dunn, Chandler

Rusty Gant, ADOT  
Mayor Keno Hawker, Mesa  
Eneas Kane, DMB Associates  
\*Councilmember Seth Kanter, Goodyear  
Mayor Mary Manross, Scottsdale  
Mayor Lon McDermott, Wickenburg  
Diane Scherer, Phoenix Association of  
Realtors  
Vice Mayor Daniel Schweiker, Paradise Valley  
\*Martin Shultz, Pinnacle West Capital Corp.  
Supervisor Don Stapley, Maricopa County  
Mayor J. Woodfin Thomas, Litchfield Park

\* Not present

#Participated by videoconference or telephone conference call

MAG Management Committee: On April 9, 2003, the Management Committee heard a presentation and discussed the High Capacity Transit Study. Major items discussed included: (1) reasons why a thorough analysis of bus rapid transit along Grand Avenue is lacking in the study; (2) the definition of bus rapid transit as used in the study; (3) how the needs of low-income persons were addressed in the recommendations, and if the exclusion of the Baseline Road corridor from the final recommendations reflects a bias against low-income and populations protected under Title VI; and (4) how the sketch planning model and MAG's travel demand model address current transit need. The attached memorandum has been revised to include responses to concerns addressed at the Management Committee meeting on April 9, 2003.

#### MEMBERS ATTENDING

Terry Ellis, Peoria, Chair  
Mike Hutchinson, Mesa, Vice Chair  
#George Hoffman, Apache Junction  
Todd Hileman, Avondale  
\*Joe Blanton, Buckeye  
Jon Pearson, Carefree  
\*Usama Abujbarah, Cave Creek  
Patrice Kraus for Donna Dreska, Chandler  
Dick Yost, El Mirage  
#Tim Pickering, Fountain Hills  
David Evertsen, Gila Bend  
Urban Giff, Gila River Indian Community  
George Pettit, Gilbert  
Pam Kavanaugh for Ed Beasley, Glendale  
Stephen Cleveland, Goodyear  
\*Tom Morales, Guadalupe

Horatio Skeete, Litchfield Park  
Tom Martinsen, Paradise Valley  
Frank Fairbanks, Phoenix  
#Cynthia Seelhammer, Queen Creek  
\*Bryan Meyers, Salt River  
Pima-Maricopa Indian Community  
Jan Dolan, Scottsdale  
Bill Pupo, Surprise  
Will Manley, Tempe  
Ralph Velez, Tolleson  
Shane Dille, Wickenburg  
Mark Fooks, Youngtown  
Dale Buskirk for Victor Mendez, ADOT  
Tom Buick for David Smith,  
Maricopa County  
Ken Driggs, Valley Metro/RPTA

\*Those members neither present nor represented by proxy.

# Participated by videoconference or telephone conference call.

MAG Transportation Review Committee: On March 27, 2003, the Transportation Review Committee recommended that the MAG HCT be moved forward for incorporation into the alternatives being developed for the Regional Transportation Plan, but that the HCT be discussed additionally at the April meeting. The TRC expressed concern that completed final report was not yet available for review, and that acceptance requires a completed final report.

#### MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chair	*Guadalupe, Antonio Figueroa
Phoenix:: Jack Tevlin, Vice Chairp	Litchfield Park: Mike Cartsonis
ADOT: Chuck Eaton for Dan Lance	Maricopa County: Chris Plumb for Tom Buick
Avondale: Dave Fitzhugh	Mesa: Jeff Martin
Buckeye: Joe Blanton	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
*Fountain Hills: Tom Ward	RPTA: Ken Driggs
*Gila Bend: David Evertsen	Surprise: Scott Phillips
Gilbert: Brian Townsend for Tami Ryall	Tempe: Mary O'Connor
Glendale: Jim Book	Wickenburg: Shane Dille,
Goodyear: Grant Anderson	(Via Videoconference)

#### EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Pat McDermott, Chandler	Pedestrian Working Group: Reed Kempton, Maricopa County Dept of Transportation
*Street Committee: Don Herp, Phoenix	*Telecommunications Advisory Group: Greg Binder, Phoenix
ITS Committee: Jim Book	
* Members neither present nor represented by proxy.	

MAG Management Committee: On September 11, 2002, the MAG Management Committee was provided a status report of the HCT.

#### MEMBERS ATTENDING

Peoria: Terry Ellis, Chairman	Mesa: Mike Hutchinson
Apache Junction: George Hoffman	Paradise Valley: Tom Martinsen
Avondale: Todd Hileman	Phoenix: Frank Fairbanks
*Buckeye: Joe Blanton	Queen Creek: Cynthia Seelhammer
*Carefree: Jon Pearson	*Salt River Pima-Maricopa Indian Community: Bryan Meyers
*Cave Creek: Usama Abujbarah	Scottsdale: Roger Klingler for Jan Dolan
Chandler, Donna Dreska	Surprise: Miryam Gutier for Bill Pupo
El Mirage: Stuart Brackney	Tempe: Amber Wakeman for Will Manley
*Fountain Hills: Paul Nordin	*Tolleson: Ralph Velez
Gila Bend: Shane Dille	*Wickenburg: Jerry Stricklin
*Gila River Indian Community: Urban Giff	Youngtown: Mark Fooks
Gilbert: George Pettit	ADOT: Dale Buskirk for Victor Mendez
Glendale: Ed Beasley	Maricopa County: David Smith
Goodyear: Stephen Cleveland	RPTA: Ken Driggs
Guadalupe: Tom Morales	
Litchfield Park: Horatio Skeete	

\*Those members neither present nor represented by proxy.

# Participated by videoconference or telephone conference call.

MAG Transportation Review Committee: On August 27, 2002, the Transportation Review Committee was provided a status report of the HCT.

**MEMBERS ATTENDING**

\*Wickenburg: Fred Carpenter  
Phoenix: Jack Tevlin, Acting Chair  
ADOT: Dan Lance  
Avondale: Dave Fitzhugh  
Buckeye: Joe Blanton  
Chandler: Patrice Kraus  
Fountain Hills: Randy Harrell  
\*Gila Bend: Shane Dille  
\*Gilbert: Tami Ryall  
Glendale: Jim Book  
Goodyear: Grant Anderson

\*Guadalupe, Antonio Figueroa  
Litchfield Park: Mike Cartsonis  
Maricopa County: Chris Plumb for Tom Buick  
Mesa: Jeff Martin for Ron Krosting  
Paradise Valley: Robert M. Cicarelli  
Peoria: Burton Charron for David Moody  
RPTA: Bryan Jungwirth for Ken Driggs  
Scottsdale: Michelle Korf  
Surprise: Scott Phillips for Miryam Gutier  
Tempe: Mary O'Connor

**EX-OFFICIO MEMBERS ATTENDING**

\*Regional Bicycle Task Force: Pat McDermott, Chandler  
\*Street Committee: Don Herp, Phoenix  
ITS Committee: Jim Book

Pedestrian Working Group: Reed Kempton, Maricopa County Dept of Transportation  
\*Telecommunications Advisory Group: Jim Hull

\* Members neither present nor represented by proxy.

**CONTACT PERSON:**

Dawn M. Coomer or Eric Anderson, MAG, (602) 254-6300.

**CHANGES MADE TO THE DRAFT HIGH CAPACITY TRANSIT STUDY**  
May, 2003

<b>Location in the Final Report</b>	<b>Change</b>	<b>Reason for Change</b>
Page ES-20	<p>Added the following text:  “Additionally, the mobility characteristics and transit demand in the Baseline corridor suggest that an east-west corridor in the southern portion of the MAG region would merit inclusion in a further analysis to assess the suitability of high capacity transit service. Such analysis should extend at a minimum to the Broadway, Southern and Baseline arterials.”</p>	<p>Addresses concerns that excluding the Baseline corridor for Light Rail/BRT Dedicated service would prevent future role of transit in the corridor.</p>
Page ES-25, Table 6-1, Recommended High Capacity Transit Corridor Phasing	<p>Moved:</p> <ul style="list-style-type: none"> <li>• “BNSF (Start-up to Loop 303)” from the Short-Term Corridors to the Medium-Term Corridors.</li> <li>• “UP Southeast (start-up with reverse commute to Williams Gateway)” from the Short-Term Corridors to the Medium-Term Corridors.</li> <li>• “UP Yuma (Start-up)” from the Short-Term Corridors to the Medium-Term Corridors.</li> </ul> <p>Added:</p> <ul style="list-style-type: none"> <li>• “BNSF (negotiations and MIS work)” to the Short-Term Corridors.</li> <li>• “UP Southeast (negotiations and MIS work)” to the Short-Term Corridors.</li> <li>• “UP Yuma (negotiations and MIS work)” to the Short-Term Corridors.</li> </ul>	<p>Since the HCT Study addressed travel demand over a 40 year time period and was not financially constrained, this change addresses concerns that recommending start-up commuter rail service in the near-term is inappropriate given available financial resources. Instead, additional negotiations and Major Investment Study (MIS) work has been recommended for the short-term (next 15 years).</p>

<b>Location in the Final Report</b>	<b>Change</b>	<b>Reason for Change</b>
Page ES-28	Added the following text: “It is recommended that the Baseline corridor be included in a future Major Investment Study (MIS) to assess the suitability of high capacity transit options, which, as part of its alternatives analysis, also includes the parallel Broadway and Southern arterial streets.”	Addresses concerns that excluding the Baseline corridor for Light Rail/BRT Dedicated service would prevent future role of transit in the corridor.
page 92	<p>Added the following text: “During the course of the Milestone 6 review process, further consideration was given to the underlying factors surrounding future high capacity transit demand in south Phoenix. In particular, the Baseline corridor is a major arterial street that spans almost the entire metropolitan area from east-west, making this street an important regional corridor similar to Bell Road or Camelback Road.</p> <p>From this review, it became apparent that the absence of a fully developed local and arterial street network along the Baseline corridor, and in the segment west of South Central Avenue in particular, could result in some potentially understated ridership forecasts in an area which already has demonstrably strong demand for local transit.</p> <p>With this degree of ambiguity in the transit demand forecasts for this specific area, it makes sense to retain the corridor for future consideration when a more robust picture is provided of the local street network,</p>	Addresses concerns that excluding the Baseline corridor for Light Rail/BRT Dedicated service would prevent future role of transit in the corridor.

Location in the Final Report	Change	Reason for Change
	<p>population and employment forecasts, all of which will only be available beyond the duration of this Study.</p> <p>The Baseline corridor’s mobility characteristics and the Study’s demand conclusions suggest that several of the parallel east-west corridors would merit inclusion in a further analysis of Baseline to assess the suitability of high capacity transit service. Such analysis should extend at a minimum to the Broadway, Southern and Baseline arterials.”</p>	
Pages 102 and 103	<p>Implementation of Corridors have Changed similar to that on Page ES-25, Table 6-1. Short-term implementation (over the next 15 years) for commuter rail are to “begin negotiations with freight operators and MIS work.” Medium-term implementation corridors (15 to 30 years) include start-up service on the BNSF, UP Southeast and UP Yuma corridors.</p> <p>On page 103, the following text has been added: “While the implementation of commuter rail service has been identified for the medium term (15-30 years) period, it is recommended that work proceed in the short-term to advance the definition of how and where commuter rail service would be provided to the MAG region. Negotiations with freight rail operators and the development of a</p>	<p>Since the HCT Study addressed travel demand over a 40 year time period and was not financially constrained, this change addresses concerns that recommending start-up commuter rail service in the near-term is inappropriate given available financial resources. Instead, additional negotiations and Major Investment Study (MIS) work has been recommended for the short-term (next 15 years).</p>

<b>Location in the Final Report</b>	<b>Change</b>	<b>Reason for Change</b>
	<p>regional commuter rail governing and administrative organization is a time-consuming process that could take several years. These efforts should begin in the short-term period in order to allow for future engineering work. Major investment studies (MIS) should also be prepared in corridors during the next 15 years to identify demand for service and service operating characteristics. Early completion of MIS work will allow for flexible implementation of commuter rail service either prior to the medium term time from should growth outpace projections or later in the 15-30 year time period if growth does not occur as forecast in a specific corridor.”</p>	
Page 108	<p>Added the following text: “It is recommended that the Baseline corridor be included in a future Major Investment Study (MIS) to assess the suitability of high capacity transit options, which, as part of its alternatives analysis, also includes the parallel Broadway and Southern arterial streets.”</p>	<p>Addresses concerns that excluding the Baseline corridor for Light Rail/BRT Dedicated service would prevent future role of transit in the corridor.</p>

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

June 3, 2003

**SUBJECT:**

Administrative Adjustment to the FY 2003-2007 MAG Transportation Improvement Program for Highway Projects

**SUMMARY:**

The FY 2003-2007 MAG Transportation Improvement Program (TIP) was approved by the Regional Council on July 24, 2002. Since that time, the Arizona Department of Transportation has notified MAG of the need to change the funding source for three regional freeway system projects on the Santan Freeway and on Grand Avenue in FY 2004. All three projects are currently in the TIP, but the funding source is defined as RARF/15% funding. However, ADOT wishes to construct the projects with Grant Anticipation Note (GAN) funding which will be repaid with Federal funding in future years. Please refer to the attached Table One. It is necessary to adjust the TIP to incorporate the changes to these projects. As a TIP amendment is not being requested, an air quality conformity analysis is not needed. At their May 29, 2003 meeting, the Transportation Review Committee recommended approval of this administrative adjustment.

**PUBLIC INPUT:**

An opportunity for public input was provided at the MAG Transportation Review Committee meeting on May 29, 2003. No public comment was received.

**PROS & CONS:**

PROS: Approval of this TIP administrative adjustment will allow the projects to proceed in a timely manner.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Projects on the freeway system that are having their funding source changed are formally reviewed through the MAG committee process.

POLICY: This adjustment request is in accord with all MAG guidelines.

**ACTION NEEDED:**

Recommend approval of the proposed administrative adjustment to the FY 2003-2007 MAG Transportation Improvement Program as shown on the attached Table One.

**PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee (TRC): On May 29, 2003, the TRC unanimously recommended approval of the administrative adjustment to change the funding source on three regional freeway system projects.

## MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chair  
Phoenix: Tom Callow for  
Jack Tevlin, Vice Chair  
ADOT: Chuck Eaton for Dan Lance  
Avondale: Kristin Skabo for Dave Fitzhugh  
\* Buckeye: Joe Blanton  
Chandler: Patrice Kraus  
\* Fountain Hills: Randy Harrell  
Gilbert: Tami Ryall  
Glendale: Jim Book

Goodyear: Grant Anderson  
\* Guadalupe, Antonio Figueroa  
Litchfield Park: Mike Cartsonis  
Maricopa County: Chris Plumb for Tom Buick  
Mesa: Jim Huling for Jeff Martin  
\* Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
RPTA: Ken Driggs  
Surprise: Scott Phillips  
Tempe: Mary O'Connor

## EX-OFFICIO MEMBERS ATTENDING

\* Regional Bicycle Task Force: Pat McDermott,  
Chandler  
\* Street Committee: Don Herp, Phoenix  
ITS Committee: Jim Book

Pedestrian Working Group: Reed Kempton,  
Maricopa County Dept of Transportation  
\* Telecommunications Advisory Group: None

## **CONTACT PERSON:**

Paul Ward, MAG, (602) 254-6300

**Table One - Project Changes to the FY 2003-2007 MAG Transportation Improvement Program (TIP Administrative Adjustment)**  
**NONE of the listed projects involve FTA funds or the transfer of FHWA funds to FTA**

Project #	Agency	Location	Type of Work	FY	Fund Type	Local Cost	Federal Cost	Total Cost
<b>Change the Type of Work to “Construct roadway with GAN for expected repayment with fed funds”:</b>								
DOT03-109A	ADOT	GR60 03ASC - Grand Ave:55th Ave at Maryland Ave	Construct roadway with GAN for expected repayment with fed funds	2004	GAN	\$12,010,000	\$0	\$12,010,000
DOT03-109B	ADOT	GR60 03BSC - Grand Ave:67th Ave at Northern Ave	Construct roadway with GAN for expected repayment with fed funds	2004	GAN	\$12,374,000	\$0	\$12,374,000
DOT05-128R	ADOT	Santan Corridor, Greenfield, Ray and UPRR Underpasses	Construct roadway with GAN for expected repayment with fed funds	2004	GAN	\$11,500,000	\$0	\$11,500,000
<b>Total of Projects being Changed to Possible GAN Repayment</b>						\$35,884,000	\$0	\$35,884,000

## **MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... *for your review***

### **DATE:**

June 3, 2003

### **SUBJECT:**

Federal Fiscal Year 2003 MAG Federal Funds Interim Closeout and Amendment/Adjustments to the FY 2003-2007 MAG Transportation Improvement Program and FY 2003 and FY 2004 Unified Planning Work Programs and Annual Budgets

### **SUMMARY:**

Annual sub-allocations of Federal Obligation Authority (OA) to the MAG region must be used or they could be lost. Each year, the process to close out the MAG federally funded program is completed in three distinct steps. First, the federal funds that have been sub-allocated to the MAG region are compared with the list of projects programmed in the current year (FY 2002) of the most recent Transportation Improvement Program (TIP). Second, MAG agencies request the deferral from the current federal fiscal year (FFY 2003) to the following (FFY 2004), or later, of any projects that are not likely to be completed through the federal development process in time. Third, projects are identified that are able to utilize the funds available from the first two phases and from any redistributed OA that might be made available from federal sources. Last month, the Regional Council approved the expenditure of \$1.99 million in close out funds for PM-10 efficient street sweepers. In this phase of the closeout process, approximately \$13.4 million is available for the close out. Approximately \$29.6 million in project requests have been received for the funds available. On May 29, 2003, the Transportation Review Committee (TRC) recommended approval of the deferral of the 15 projects requested and recommended 18 projects, totaling \$13,400,017, to utilize the majority of the funds available. Further action is expected next month on contingency projects to utilize any further funds that might become available during the final close out phase.

### **PUBLIC INPUT:**

The results of the early and mid phase public input meetings for the TIP were presented in the Early and Mid Phase Reports. Continuous opportunities for public input on the MAG federally funded program are also available. There was no specific public input at either the May 27, 2003 AQTAC or the May 29, 2003 TRC meetings.

### **PROS & CONS:**

**PROS:** Approval of these recommendations will allow for additional and accelerated transportation projects to be funded in the MAG region. If all MAG federal funds are obligated on time, redistributed OA may become available.

**CONS:** If the OA is not used by September 30, 2003, the region may not receive any redistributed OA and may lose the OA that is currently available.

### **TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Action to close out the FFY 2003 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

### **ACTION NEEDED:**

Recommend approving the interim closeout of Federal FY 2003, as recommended by the Transportation Review Committee at their May 29, 2003, meeting as follows: (1) Defer the projects listed in Table One; (2) Add new projects, or advance from a future year, or allocate additional funds to, the projects listed in Table Two; (3) Amend the FY 2003 and FY 2004 MAG Unified Planning Work Programs and Annual Budgets to include the additional funds for the Bicycle Education Workshop and the Pedestrian Design Program, as shown in Table Three; and (4) Authorize an amendment/administrative adjustment to the FY 2003-2007 MAG Transportation Improvement Program to include the necessary projects in FY 2003.

### **PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee: On May 29, 2003, the TRC reviewed the projects requested to be deferred from FFY 2003 to FFY 2004 or later and recommended, by a vote of sixteen yes and one no (*italics*), that the following projects should be allowed to utilize the FFY 2003 Close Out funds: (1) All eight priority one projects (not including light rail) (\$2.15 million, STP-MAG and \$1.70 million, CMAQ); (2) The light rail project (\$3.7 million, CMAQ); (3) All three remaining priority two projects (\$1.32 million, CMAQ); and (4) Six priority three projects (\$515,000, STP-MAG and \$4.02 million, CMAQ). In addition, the TRC recommended the approval of the necessary Transportation Improvement Program and Unified Planning Work Program amendments or adjustments to accomplish the above.

### MEMBERS ATTENDING:

Scottsdale: Jan Dolan, Chair	* Guadalupe, Antonio Figueroa
Phoenix: Jack Tevlin, Vice Chair	* Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Maricopa County: Tom Buick
Avondale: Dave Fitzhugh	Mesa: Jim Huling for Jeff Martin
Buckeye: Carroll Reynolds for Joe Blanton	Paradise Valley: Robert M. Cicarelli
Chandler: Bryan Patterson for Patrice Kraus	Peoria: David Moody
* Fountain Hills: Tom Ward	RPTA: Ken Driggs
* Gila Bend: David Evertsen	Surprise: Scott Phillips
Gilbert: Tami Ryall	Tempe: John Osgood for Mary O'Connor
Glendale: Jim Book	* Wickenburg: Shane Dille
Goodyear: Grant Anderson	

### EX-OFFICIO MEMBERS ATTENDING:

* Regional Bicycle Task Force: Pat McDermott, Chandler	Pedestrian Working Group: Eric Iwersen for Reed Kempton, Maricopa County Dept of Transportation
* Street Committee: Don Herp, Phoenix	
ITS Committee: Jim Book	* Telecommunications Advisory Group:

\* Those members neither present nor represented by proxy.

# Attended by video-conference or by telephone conference call.

### **CONTACT PERSON:**

Paul Ward, MAG, 602-254-6300

June 3, 2003

TO: Members of the MAG Management Committee

FROM: Paul D. Ward, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR (FFY) 2003 INTERIM YEAR END CLOSE OUT

The FFY 2003 Interim Year End Close Out of the MAG Federally Funded Program is underway. Currently, MAG has received \$75.6 million in FFY 2003 Obligation Authority, split approximately 50 per cent between Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. \$75.5 million in projects are programmed for FY 2003, including the purchase of \$1.99 million in additional PM-10 efficient street sweepers that was approved by the Regional Council on May 28, 2003. Fifteen projects, totaling \$9.8 million have been requested for deferral from FFY 2003 to FFY 2004, or later so, including \$3.4 million in reimbursements, \$13.4 million is expected to be available for projects in the FFY 2003 interim year end close out. Twenty-eight projects, totaling \$29.6 million, have been submitted for the funds available. On May 29, 2003, the Transportation Review Committee (TRC) recommended 18 projects, totaling \$13,400,017, to utilize the majority of the funds available. Further action is expected next month on contingency projects to utilize any further funds that might become available during the final close out phase.

### BACKGROUND

Current guidelines for the year end close out process were approved by the Regional Council in 1995 and have been slightly revised in 1996 and 2001. Important points for utilizing close out funds are as follows:

- a. If federal funds are not utilized each year, they remain in accounts maintained by ADOT. However, the authority to spend those funds, known as Obligation Authority (OA), must be used each year or it may be lost to other states. If a state utilizes all of its allotted OA, there are opportunities to receive additional, redistributed OA. As a result, the MAG region attempts to utilize all of the OA targeted for projects within the region and identifies contingency projects that can utilize any redistributed OA, if any should become available;
- b. Any project that wishes to utilize year end close out federal funds must have completed the federal project development process and be in a position to go to bid by the end of the current federal fiscal year. This excludes consideration of most construction projects, due to their lengthy development processes, and shows a distinct preference for projects that have already fulfilled the federal development process, or that have little or no development processes, such as design or procurement projects. Transit projects operate under an Annual Grant process and the obligation process differs slightly. Transfers of funding from highway to transit funds can be accomplished at very short notice and make very good candidates for contingency projects;

- c. Current Regional Council approved priorities for close out funds are:
- (1) Advancing projects (or phases of projects) that are already programmed with MAG federal funds in a future year;
  - (2) Adding additional federal funds to an existing, unobligated projects, up to the originally programmed, federal-aid maximum;
  - (3) Any other projects.

Finally, if there is any unutilized OA, it is usually 'loaned' to ADOT and repaid in the following year.

### FY 2003 CLOSE OUT ESTIMATES

The attached Table One shows a list of 15 projects, totaling \$9.8 million, that have been requested for deferral from FFY 2003 to 2004 or later. Action is usually taken to formally allow these projects to defer from one fiscal year to another.

As shown in the attached Table Two, FY 2003 MAG Federal funds available for programming amount to \$75.6 million. Recent Executive Committee action has increased the projects programmed for FFY 2003 to \$75.5 million, leaving an unprogrammed balance for the year of only \$100,000. This amount has been increased by the de-obligation of a \$3.2 million traffic signal project and a \$246,997 modification to another project, raising the unprogrammed total to \$3.6 million. The addition of the deferred projects results in \$13.4 million in uncommitted funds available as part of the close out.

FFY 2003 is the final year of the current federal legislation, the Transportation Equity Act for the 21st Century (TEA-21). During the final year of the previous legislation (ISTEA), there were two small increases (adjustments) in the amounts of OA available to States during the final few months of the year. In addition, Arizona usually receives a share of re-distributed OA which normally is made available in the July/August time frame. Due to the possibility of these 'adjustments' and re-distributed OA, MAG should identify a prioritized list of 'contingency' projects that could utilize the funds at short notice.

### CURRENTLY RECEIVED REQUESTS

PM-10 Efficient Street Sweepers: Current recommendations for PM-10 Efficient Street Sweepers have resulted in an additional \$1.993 million in CMAQ being added to the \$1.46 million in sweepers that have already been purchased. There are two other sweepers that have been requested, one each for Buckeye and Surprise that are not currently recommended for funding in FFY 2003.

Other Requests: Table Three contains the remaining projects that have been submitted for consideration for funding in FFY 2003. These projects have been reviewed and separated into the three major priority categories as contained in the fiscal year end close out guidelines approved by the Regional Council. Notes on specific projects are included.

### EXPECTED FUTURE TIMELINE

It is expected that Management and Transportation Policy Committees and Regional Council action will take place in June 2003. Action on a list of contingency projects for the final close out is expected a month later, for each respective. Successful projects will be expected to have completed their respective development process and have the final requests submitted to ADOT **by August 1, 2003.**

**TABLE 1 - PROJECTS REQUESTED TO BE DEFERRED  
FROM FY 2003 TO FY 2004 OR LATER**

<b>AGENCY</b>	<b>ID#</b>	<b>LOCATION &amp; DESCRIPTION</b>	<b>COMMENTS</b>	<b>FED. COST</b>
Chandler	CHN03-107	Ryan Rd: Arizona Ave to Consolidated Canal, Pave dirt road	Facility changed from Appleby Rd to Ryan Rd. Defer to 2004	\$162,000
Chandler	CHN03-108	Arizona Ave: Elliot Rd to Chandler Blvd, fibre optic comms system	Defer to 2004	\$235,750
Chandler	CHN02-012	Consolidated Canal: Ryan Rd to Riggs Rd, multi-use path	Defer to 2004	\$707,250
Gilbert	GLB01-002R	Consolidated Canal (Heritage Trail): Warner Rd to Freestone Park; Multi-use path	Defer to 2004	\$377,800
Glendale	GLN01-001C	Bell Rd: 51st Ave to 83rd Ave, signal system (Phase 2)	Defer to 2004	\$665,000
Goodyear	GDY03-102	MC-85: Estrella Pkwy to Litchfield Rd, Add bike lane	Defer to 2004	\$252,000
Goodyear	GDY01-101C	Rainbow Valley Rd: Riggs Rd to Hunt Hwy, Pave dirt road (phase I)	Defer to 2006	\$80,000
Maricopa County	MMA04-212	PM-10 Roads - Various locations	Agency will obligate \$2,724,000 this year. Defer rest to FY 2004	\$930,000
Mesa	MES03-121C	Broadway Rd: Center to Recker Rd; Traffic control system	Agency will obligate \$280,000 this year. Defer rest to FY 2005	\$1,270,000
Mesa	MES01-917R	Stapley Dr: Baseline to McKellips; Traffic control system	Defer to 2004	\$339,480
Mesa	MES02-006	Consolidated Canal: Lindsay Rd to Baseline Rd; Multi-use path	Defer to 2004	\$447,925
Mesa	MES03-124	Various locations, Pave dirt roads (phase 1)	Defer to 2004	\$500,000
Peoria	PEO03-101	Carefree Hwy: Lake Pleasant to Beardsley Canal, Pave dirt road	Defer to 2004	\$845,000
Phoenix	PHX01-014CR	Maryland Ave at I-17: Bicycle overpass	Defer to 2004	\$2,546,100
Tempe	TMP03-101	Perry Ln: University Dr to Rio Salado Pkwy, Pave dirt road	Defer to 2004	\$450,000
<b>TOTAL OF PROJECTS REQUESTED FOR DEFERRAL</b>				<b>\$9,808,305</b>

**TABLE 2 - FY 2003 MAG FEDERALLY FUNDED PROGRAM (AS AT 5/22/03)**

AGENCY	PROJECT	OBLIGATIONS	
		STATUS	AMOUNT
	FY 2003 Obligation Authority (OA - not including PL or SPR funds)		\$75,423,014
	FY 2003 Carry Over OA		\$195,316
	<b>FY 2003 ESTIMATED TOTAL FUNDING AVAILABLE</b>		<b>\$75,618,330</b>
<b>FREEWAY PROJECTS</b>			
ADOT	Regionwide; STP-MAG funds available for repayment of AC projects	Expected	\$33,700,000
ADOT	Regionwide; Rubberized Asphalt	Expected	\$5,092,000
ADOT	I-10 at 7th St; Add third ramp from W I-10 to S 7th St	Expected	\$117,875
<b>TOTAL OF FREEWAY PROJECTS</b>			<b>\$38,909,875</b>
<b>STREET PROJECTS</b>			
Avondale	Las Ligas neighborhood (combined phase 1); Dirt roads and sidewalks	Expected	\$619,546
Chandler	Ryan Rd: Arizona Ave to Consolidated Canal; Pave dirt road (\$162,000)	Def. requested	\$0
Gilbert	29th Pl: Elliot Rd to 1/2 mile south; Pave dirt road (\$125,000)	See Note 1	\$0
Goodyear	Rainbow Valley Rd: Riggs Rd to Hunt Hwy; Pave dirt road (\$80,000)	Def. requested	\$0
MCDOT	PM-10 roads various locations; Paving of dirt roads (1 of 2)	Expected	\$2,147,500
MCDOT	PM-10 roads various locations; Paving of dirt roads (2 of 2) (\$930,000)	Def. requested	\$0
Mesa	Various locations; Pave dirt roads (phase 1) (\$500,000)	Def. requested	\$0
Paradise Vly	Tatum Blvd at McDonald Dr (construction phase); Re-align intersection	Expected	\$1,800,000
Peoria	83rd Ave at Thunderbird Rd; Construct dual left turn lanes	Expected	\$565,800
Peoria	Carefree Hwy: Lk Pleasant to Beardsley Cnl; Pave dirt road (\$845,000)	Def. requested	\$0
Phoenix	Various locations; Pave BST dirt roads	Expected	\$1,660,000
Scottsdale	Various locations; Pave dirt shoulders/PM-10 program (\$330,000)	See Note 1	\$0
Tempe	Perry Ln: University Dr to Rio Salado Pkwy; Pave dirt road (\$450,000)	Def. requested	\$0
<b>TOTAL OF STREET PROJECTS</b>			<b>\$6,792,846</b>

**TABLE 2 - FY 2003 MAG FEDERALLY FUNDED PROGRAM (AS AT 5/22/03)**

AGENCY	PROJECT	OBLIGATIONS	
		STATUS	AMOUNT
ITS PROJECTS			
Chandler	Arizona Ave: Elliot Rd to Chandler Blvd; fibre optic system (\$235,750)	Def. requested	\$0
Glendale	Bell Rd: 51st to 83rd Ave; Computerized signal system (\$665,000)	Def. requested	\$0
Mesa	Stapley Dr: Baseline to McKellips; Traffic control system (\$339,480)	Def. requested	\$0
Mesa	Broadway Rd: Center to Recker Rd; Traffic control system (design)	Expected	\$280,000
Mesa	Broadway Rd: Center to Recker Rd; Traffic control system (\$1,270,000)	Def. requested	\$0
Scottsdale	Various locations; Install fiber optic hardware & cameras	Expected	\$780,000
TOTAL OF ITS PROJECTS			\$1,060,000
BICYCLE AND PEDESTRIAN PROJECTS			
Chandler	Consolidated Canal: Ryan Rd to Riggs Rd; Multi-use path (\$707,250)	Def. requested	\$0
Goodyear	MC-85: Estrella Pkwy to Litchfield Rd; Bike lane (\$252,000)	Def. requested	\$0
Gilbert	Consolidated Canal: Warner Rd to Freestone; Multi-use path (\$377,800)	Def. requested	\$0
Glendale	55th Ave at Marshall Elementary School; Multi-use path	Expected	\$282,400
MAG	Regionwide; Pedestrian design assistance	Obligated	\$125,000
Mesa	Consolidated Canal: Lindsay to Baseline; Multi-use path (\$447,925)	Def. requested	\$0
Peoria	New River Rd: Northern Ave to Peoria Ave; Multi-use path	Expected	\$571,142
Phoenix	Maryland Ave at I-17; Bicycle overpass (\$2,546,100)	Def. requested	\$0
TOTAL OF BICYCLE AND PEDESTRIAN PROJECTS			\$978,542
TRANSIT PROJECTS			
Gilbert	US-60 at Val Vista Dr; Repayment of park-and-ride ROW	Expected	\$1,309,080
Phoenix	Regionwide; Purchase bus: standard - 4 replace	Expected	\$1,207,040
Phoenix	SR-51 at Bell Rd; Repayment of park and ride design	Expected	\$212,426
Phoenix	Regionwide; Purchase bus: standard - 6 replace	Expected	\$1,865,000
RPTA	Regionwide; Purchase bus: < 30 foot - 22 expand (vanpool)	Expected	\$594,000
Scottsdale	Loop 101 in Scottsdale; Pre-design regional park-and-ride	Expected	\$131,127
Tempe	Loop 101 in Tempe; Pre-design regional park-and-ride	Expected	\$131,127
TOTAL OF TRANSIT PROJECTS			\$5,449,800

**TABLE 2 - FY 2003 MAG FEDERALLY FUNDED PROGRAM (AS AT 5/22/03)**

AGENCY	PROJECT	OBLIGATIONS	
		STATUS	AMOUNT
AIR QUALITY AND DEMAND MANAGEMENT PROJECTS			
MAG	Regionwide; Purchase PM-10 certified street sweepers	Obligated	\$1,460,000
MAG	Regionwide; Purchase additional PM-10 certified street sweepers	Expected	\$1,600,000
MAG	Gilbert; Purchase one street sweeper	See Note 1	\$125,000
MAG	Scottsdale; Purchase two street sweepers	See Note 1	\$265,000
MAG	Regionwide; Travel reduction program	Obligated	\$810,000
MAG	Regionwide; Regional rideshare program	Obligated	\$660,000
MAG	Regionwide; Capitol rideshare program	Obligated	\$135,000
TOTAL OF AIR QUALITY AND DEMAND MANAGEMENT PROJECTS			\$5,055,000
OTHER PROJECTS			
MAG	Regionwide; MAG telework project	Obligated	\$300,000
MAG	Regionwide; MAG videoconferencing project - various	Obligated	\$450,000
MAG	Regionwide; Pedestrian Design Assistance (\$125,000 - see Ped Section)	Obligated	\$0
MAG	Regionwide; Set-aside for Special Census (Year 1 of 4) (STP-MAG)	Expected	\$1,500,000
MAG	Regionwide; Set-aside for Special Census (Year 2 of 4) (STP-MAG)	Expected	\$1,500,000
MAG	Regionwide; Trans. planning and AQ support/studies (STP-MAG)	Obligated	\$1,800,000
MAG	Regionwide; Additional funding for FY 2004 Priorities (STP-MAG)	Expected	\$1,850,000
TOTAL OF OTHER PROJECTS			\$7,400,000
TOTAL OF ALL PROJECTS			\$65,646,063
EXPECTED FISCAL YEAR ADJUSTMENTS (FINAL VOUCHERS, ETC)			
Peoria	Citywide; design/construct traffic signal system (reimbursement)	Modification	\$246,997
Tempe	Downtown Parking Management System	De-obligation	\$3,200,000
TOTAL ADJUSTMENTS			\$3,446,997
REVISED FY 2003 EXPECTED FUNDS AVAILABLE			\$79,065,327
TOTAL OF EXPECTED FY 2003 UNCOMMITTED FUNDS			\$13,419,264

Note 1: City of Scottsdale and Town of Gilbert have requested exchange of pave dirt road facilities for street sweepers.

**TABLE 3 - PROJECTS SUBMITTED FOR FUNDING IN THE CLOSE OUT OF  
THE FY 2003 MAG FEDERALLY FUNDED PROGRAM (as at 5/22/03)**

**PRIORITY 1 - PROJECTS REQUESTED FOR ACCELERATION**

<b>AGENCY</b>	<b>PROJECT</b>	<b>TYPE</b>	<b>AMOUNT</b>	<b>ER</b>	<b>CMS</b>
ADOT	Regionwide: Quiet pavement program; advance funds from 2004	STP-MAG	\$400,000	n/a	38.15
Avondale	Various Locations: Las Ligas sidewalks and dirt roads; Construct	CMAQ	\$717,073		46.83
Chandler	CHN07-303: Western Canal multi-use path; Advance design phase	CMAQ	\$254,044		59.93
Goodyear	GDY07-304: Yuma Rd at Bullard Wash: Advance design phase	STP-MAG	\$150,000	n/a	25.30
MAG	MAG07-306: Pedestrian Design Assistance; Advance project	CMAQ	\$200,000		n/a
MAG	MAG07-301: Regionwide; Bicycle education and promotion	CMAQ	\$125,000		n/a
Maricopa County	MMA07-302RX: Gilbert Rd: McDowell Rd/Gilbert Rd; Repayment of roadway advance constructed in FY 2003	STP-MAG	\$1,600,000	n/a	42.56
Paradise Vly	PVY06-201: Lincoln Dr multi -use path; Advance design phase	CMAQ	\$100,000		41.43
Phoenix	PHX07-312: 43rd/Peoria; Multi-use underpass; Advance repayment	CMAQ	\$560,000		73.39
Valley Metro	RPT06-224TR: Light Rail: Final Design *** See Note 1 ***	CMAQ	\$500,000		n/a
	<b>TOTAL OF STP-MAG REQUESTED PROJECTS</b>	<b>STP-MAG</b>	<b>\$2,150,000</b>		
	<b>TOTAL OF CMAQ REQUESTED PROJECTS</b>	<b>CMAQ</b>	<b>\$2,456,117</b>		
	<b>TOTAL OF ALL REQUESTED PROJECTS</b>		<b>\$4,606,117</b>		

Note (1): This project only has \$500,000 in CMAQ-Flex programmed as an RPTA project in FY 2006

**TABLE 3 - PROJECTS SUBMITTED FOR FUNDING IN THE CLOSE OUT OF  
THE FY 2003 MAG FEDERALLY FUNDED PROGRAM (as at 5/22/03)**

**PRIORITY 2 - PROJECTS REQUESTED FOR ADDITIONAL FUNDING**

<b>AGENCY</b>	<b>PROJECT</b>	<b>TYPE</b>	<b>AMOUNT</b>	<b>ER</b>	<b>CMS</b>
ADOT	DOT03-108: I-10 at 7th St; Triple left turn lane	CMAQ	\$675,000		46.57
Chandler	CHN07-302: Dobson at Warner; Dual left turn lanes	CMAQ	\$612,900		60.00
Mesa	MES07-315: Country Club at Southern; Intersection improvements	CMAQ	\$500,000		57.01
Peoria	PEO02-005C: New River Rd: Northern to Peoria; multi-use path	CMAQ	\$450,000		n/a
Valley Metro	Light Rail: Final Design	CMAQ	\$11,500,000		n/a
	<b>TOTAL OF CMAQ REQUESTED PROJECTS</b>	<b>CMAQ</b>	<b>\$13,737,900</b>		

Note (2): The ADOT project has requested funding in excess of the originally programmed amount;

Note (3): The Chandler project is programmed at less than half the allowable amount. Agency wishes to advance the design phase to FY 2003;

Note (4): The Mesa project is programmed at less than half of the allowable amount. However, the request is for additional funds for FY2007;

Note (5): The Peoria project has requested funding in excess of the originally programmed amount.

Note (6): The Light Rail funding is the remainder of the \$12 million requested and is in excess of the originally programmed amount;

**TABLE 3 - PROJECTS SUBMITTED FOR FUNDING IN THE CLOSE OUT OF  
THE FY 2003 MAG FEDERALLY FUNDED PROGRAM (as at 5/22/03)**

**PRIORITY 3 - ALL OTHER PROJECTS, INCLUDING NEW PROJECTS**

<b>AGENCY</b>	<b>PROJECT</b>	<b>TYPE</b>	<b>AMOUNT</b>	<b>ER</b>	<b>CMS</b>
ADOT	Pima Fwy at Red Mtn Fwy: Convert optional lane to through lane	STP-MAG	\$800,000	n/a	51.39
ADOT	US-60 (Superstition) at Country Club Way: Multi-use bridge (7)	CMAQ	\$1,750,000		n/a
ADOT	Three locations: Design freeway management system projects	CMAQ	\$800,000		n/a
Buckeye	Townwide; Purchase one PM-10 certified sweeper (new request)	CMAQ	\$125,000		n/a

**TABLE 3 - PROJECTS SUBMITTED FOR FUNDING IN THE CLOSE OUT OF  
THE FY 2003 MAG FEDERALLY FUNDED PROGRAM (as at 5/22/03)**

**PRIORITY 3 - ALL OTHER PROJECTS, INCLUDING NEW PROJECTS**

<b>AGENCY</b>	<b>PROJECT</b>	<b>TYPE</b>	<b>AMOUNT</b>	<b>ER</b>	<b>CMS</b>
Chandler	Citywide: Upgrade traffic signal system	<b>CMAQ</b>	<b>\$1,440,900</b>		<b>n/a</b>
Glendale	Cardinal/Coyote Complex: 4 ITS trailers for area traffic control	<b>CMAQ</b>	<b>\$340,000</b>		<b>47.07</b>
Glendale	Cardinal/Coyote Complex: Design area traffic management project	<b>CMAQ</b>	<b>\$190,000</b>		<b>54.73</b>
Glendale	Camelback Rd and 51st Ave: Design intersection improvements	<b>STP-MAG</b>	<b>\$60,000</b>	<b>n/a</b>	<b>53.95</b>
Glendale	New River: Camelback to Northern; Design multi-use pathway	<b>CMAQ</b>	<b>\$300,000</b>		<b>50.51</b>
Mesa	Williams Gateway Airport Freeway - Corridor Study	<b>STP-MAG</b>	<b>\$500,000</b>	<b>n/a</b>	<b>62.87</b>
Peoria	67th Ave: Pinnacle Peak to Happy Valley; Design funds	<b>STP-MAG</b>	<b>\$315,000</b>	<b>n/a</b>	<b>62.87</b>
Phoenix	PHX03-206, 04-213: Central Phoenix fibre-optic backbone (8)	<b>CMAQ</b>	<b>\$3,000,000</b>		<b>n/a</b>
Phoenix	43rd Ave: Lower Buckeye to 0.8 miles S.; pave partial dirt road (9)	<b>CMAQ</b>	<b>\$1,500,000</b>		<b>54.48</b>
Surprise	Citywide: Purchase street sweeper (new request)	<b>CMAQ</b>	<b>\$125,000</b>		<b>n/a</b>
	<b>TOTAL OF STP-MAG REQUESTED PROJECTS</b>	<b>STP-MAG</b>	<b>\$1,360,000</b>		
	<b>TOTAL OF CMAQ REQUESTED PROJECTS</b>	<b>CMAQ</b>	<b>\$9,885,900</b>		
	<b>TOTAL OF ALL REQUESTED PROJECTS</b>		<b>\$11,245,900</b>		

- Note (7): ADOT multi-use bridge request is a mitigation project for the widening of Superstition Fwy and is a joint request with Tempe;  
 Note (8): Phoenix request for funding is for a project that is currently funded with local funds in 2003 and 2004;  
 Note (9): Phoenix request is specifically to address the PM-10 monitor exceedances in the area.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

June 3, 2003

**SUBJECT:**

Conformity Consultation

**SUMMARY:**

The Arizona Department of Transportation has requested an administrative adjustment to the FY 2003-2007 MAG Transportation Improvement Program (TIP) to change the potential funding source to include three regional freeway system projects on Grand Avenue and the Santan Freeway in FY 2004. In addition, as part of the Federal FY 2003 Year End Interim Closeout, an amendment and administrative adjustment is proposed to advance, defer, and add new projects to the FY 2003-2007 MAG Transportation Improvement Program. (see attachment). The amendment includes new projects that may be categorized as exempt, for which a conformity determination is not required. The administrative adjustments involve minor project revisions for which a conformity determination is not required.

**PUBLIC INPUT:**

Copies of the conformity assessment have been distributed for consultation to the Federal Highway Administration, Federal Transit Administration, Arizona Department of Environmental Quality, Arizona Department of Transportation, Regional Public Transportation Authority, Maricopa County Environmental Services Department, U.S. Environmental Protection Agency, and other interested parties including members of the public. Comments on the conformity assessment are due by June 20, 2003.

**PROS & CONS:**

PROS: Interagency consultation for the amendment notifies the planning agencies of project modifications to the TIP.

CONS: The review of conformity assessments requires additional time in the project approval process.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The amendment may not be considered until the consultation process for the conformity assessment is completed.

POLICY: Federal transportation conformity regulations require interagency consultation on development of the transportation plan, TIP, and associated conformity determinations to include a process involving the Metropolitan Planning Organization, State and local air quality planning agencies, State and local transportation agencies, Environmental Protection Agency, Federal Highway Administration, and the Federal Transit Administration. Consultation on the conformity assessment has been prepared in accordance with MAG Conformity Consultation Processes adopted by the

Regional Council in February 1996, and with MAG Transportation Conformity Guidance and Procedures adopted by the Regional Council in March 1996. In addition, federal guidance is followed in response to court rulings regarding transportation conformity.

**ACTION NEEDED:**

For consultation.

**PRIOR COMMITTEE ACTIONS:**

Transportation Review Committee: On May 29, 2003, the TRC reviewed the projects requested to be deferred from FFY 2003 to FFY 2004 or later and recommended, by a vote of sixteen yes and one no (*italics*), that the following projects should be allowed to utilize the FFY 2003 Close Out funds: (1) All eight priority one projects (not including light rail) (\$2.15 million, STP-MAG and \$1.70 million, CMAQ); (2) The light rail project (\$3.7 million, CMAQ); (3) All three remaining priority two projects (\$1.32 million, CMAQ); and (4) Six priority three projects (\$515,000, STP-MAG and \$4.02 million, CMAQ). In addition, the TRC recommended the approval of the necessary Transportation Improvement Program and Unified Planning Work Program amendments or adjustments to accomplish the above.

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chair  
*Phoenix: Jack Tevlin, Vice Chair*  
ADOT: Dan Lance  
Avondale: Dave Fitzhugh  
Buckeye: Carroll Reynolds for Joe Blanton  
Chandler: Bryan Patterson for Patrice Kraus  
\*Fountain Hills: Tom Ward  
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Gilbert: Tami Ryall  
Glendale: Jim Book  
Goodyear: Grant Anderson

\*Guadalupe, Antonio Figueroa  
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Paradise Valley: Robert M. Cicarelli  
Peoria: David Moody  
RPTA: Ken Driggs  
Surprise: Scott Phillips  
Tempe: John Osgood for Mary O'Connor  
\*Wickenburg: Shane Dille

EX-OFFICIO MEMBERS ATTENDING

\*Regional Bicycle Task Force: Pat McDermott, Chandler  
\*Street Committee: Don Herp, Phoenix  
ITS Committee: Jim Book  
\* Members neither present nor represented by proxy.

\*Pedestrian Working Group: Reed Kempton, Maricopa County Dept of Transportation  
\*Telecommunications Advisory Group:

**CONTACT PERSON:**

Dean Giles, MAG, (602) 254-6300.

June 3, 2003

TO: Leslie Rogers, Federal Transit Administration  
Robert Hollis, Federal Highway Administration  
Victor Mendez, Arizona Department of Transportation  
Stephen Owens, Arizona Department of Environmental Quality  
Ken Driggs, Regional Public Transportation Authority  
Al Brown, Maricopa County Environmental Services Department  
Colleen McKaughan, U.S. Environmental Protection Agency, Region IX  
Other Interested Parties

FROM: Dean Giles, Air Quality Planning Program Manager

SUBJECT: CONSULTATION ON A CONFORMITY ASSESSMENT FOR A PROPOSED  
AMENDMENT AND ADMINISTRATIVE ADJUSTMENT TO THE  
FY 2003-2007 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The Arizona Department of Transportation has requested an administrative adjustment to the FY 2003-2007 MAG Transportation Improvement Program (TIP) to change the potential funding source to include three regional freeway system projects on Grand Avenue and the Santan Freeway in FY 2004. The Grand Avenue projects include construction of roadway with Grant Anticipation Notes for expected repayment with federal funds at two locations: 55<sup>th</sup> Avenue at Maryland Avenue and 67<sup>th</sup> Avenue at Northern Avenue. The Santan Freeway project includes construction of roadway with Grant Anticipation Notes for expected repayment with federal funds for the Greenfield Road, Ray Road, and Union Pacific Railroad underpasses.

In addition, as part of the Federal FY 2003 Year End Interim Closeout, an amendment and administrative adjustment is proposed to advance, defer, and add new projects to the FY 2003-2007 MAG Transportation Improvement Program. (see attachment). The proposed amendment and administrative adjustments, as well as the consultation on the corresponding conformity assessment, are on the agenda for the June 11, 2003 meeting of the MAG Management Committee and the June 25, 2003 meeting of the MAG Regional Council. Comments on the conformity assessment are requested by June 20, 2003.

MAG has reviewed the projects for compliance with the federal conformity rule and has found that the amendment and administrative adjustments require consultation on the conformity assessment. The amendment includes new projects that may be categorized as exempt, for which a conformity determination is not required. The administrative adjustments involve minor project revisions for which a conformity determination is not required. The current conformity finding of the TIP and the associated Long Range Transportation Plan 2002 Update that was made jointly by the Federal Highway Administration and Federal Transit Administration in a letter dated August 5, 2002, remains unchanged by this action. The conformity assessment is being transmitted for consultation to the agencies and other interested parties listed above. If you have any questions or comments, please contact me at (602) 254-6300.

cc: Nancy Wrona, Arizona Department of Environmental Quality

## ATTACHMENT

### CONFORMITY ASSESSMENT FOR A PROPOSED AMENDMENT AND ADMINISTRATIVE ADJUSTMENT TO THE FY 2003-2007 MAG TRANSPORTATION IMPROVEMENT PROGRAM

The federal transportation conformity rule requires consultation when making modifications to the TIP and Long Range Transportation Plan. In addition, the consultation processes are contained in the Arizona Conformity Rule. This information is provided for consultation as outlined in the MAG Conformity Consultation Processes document adopted by the MAG Regional Council on February 28, 1996.

The amendments include new projects which may be categorized as exempt. Types of projects considered exempt are defined in the federal transportation conformity rule. A conformity determination is not required for exempt projects.

The administrative adjustment involves minor project revisions such as funding changes; scope changes that do not alter the number of through traffic lanes more than one-half mile; changes to the programmed implementation year with the five-years addressed in the TIP; and design, right-of-way, or utility projects. A conformity determination is not required for administrative adjustments.

The projects included in the proposed amendment and administrative adjustment to the FY 2003-2007 MAG Transportation Improvement Program are addressed below. MAG has reviewed the projects for compliance with the federal conformity rule and found that the projects require consultation on the conformity assessment. The projects are not expected to create adverse emission impacts or interfere with Transportation Control Measure implementation. The results of the 2002 Conformity Analysis for the TIP and Long Range Transportation Plan 2002 Update would be unchanged by this action.

<b>Proposed Amendment/ Administrative Adjustments to the FY 2003-2007 MAG Transportation Improvement Program</b>						
Project #	Agency	Project Description	Proposed Change	Funding Type	Amount	Conformity Assessment
DOT03-109A	ADOT	GR60 03ASC—Grand Ave: 55 <sup>th</sup> Ave at Maryland Ave	Construct roadway with GAN for expected repayment with federal funds	GAN	\$12,010,000	Minor project revision to change funding. The conformity status of the TIP remains unchanged.
DOT03-109B	ADOT	GR60 03BSC—Grand Ave: 67 <sup>th</sup> Ave at Northern Ave	Construct roadway with GAN for expected repayment with federal funds	GAN	\$12,374,000	Minor project revision to change funding. The conformity status of the TIP remains unchanged.
DOT05-128R	ADOT	Santan Corridor: Greenfield, Ray, and UPRR Underpasses	Construct roadway with GAN for expected repayment with federal funds	GAN	\$11,500,000	Minor project revision to change funding. The conformity status of the TIP remains unchanged.
	ADOT	Regionwide: Quiet pavement program;	Advance funds from 2004	STP-MAG	\$400,000	Minor project revision to accelerate funding. The conformity status of the TIP remains unchanged.
	Avondale	Various Locations: Las Ligas sidewalks and dirt roads;	Advance construction phase.	CMAQ	\$717,073	Minor project revision to accelerate funding. The conformity status of the TIP remains unchanged.
GDY07-304	Goodyear	Yuma Rd at Bullard Wash:	Advance design phase.	STP-MAG	\$150,000	Minor project revision to accelerate funding. The conformity status of the TIP remains unchanged.

<b>Proposed Amendment/ Administrative Adjustments to the FY 2003-2007 MAG Transportation Improvement Program</b>						
Project #	Agency	Project Description	Proposed Change	Funding Type	Amount	Conformity Assessment
MAG07-306	MAG	Pedestrian Design Assistance	Advance project.	CMAQ	\$200,000	Minor project revision to accelerate funding. The conformity status of the TIP remains unchanged.
MAG07-301	MAG	Regionwide; Bicycle education and promotion	New project.	CMAQ	\$125,000	New project is considered exempt from conformity under the category "planning and technical studies".
MMA07-302RX	Maricopa County	Gilbert Rd: McDowell Rd to Gilbert Rd	Repayment of roadway advance constructed in FY 2003	STP-MAG	\$1,600,000	Minor project revision to accelerate funding. The conformity status of the TIP remains unchanged.
PVY06-201	Paradise Valley	Lincoln Dr multi -use path	Advance design phase.	CMAQ	\$100,000	Minor project revision to accelerate funding. The conformity status of the TIP remains unchanged.
PHX07-312	Phoenix	43 <sup>rd</sup> Ave at Peoria: Multi-use underpass	Advance repayment	CMAQ	\$560,000	Minor project revision to accelerate funding. The conformity status of the TIP remains unchanged.
RPT06-224TR	Valley Metro	Light Rail: Final Design	Accelerate project.	CMAQ	\$3,700,000	Minor project revision to accelerate funding. The conformity status of the TIP remains unchanged.

<b>Proposed Amendment/ Administrative Adjustments to the FY 2003-2007 MAG Transportation Improvement Program</b>						
Project #	Agency	Project Description	Proposed Change	Funding Type	Amount	Conformity Assessment
CHN07-302	Chandler	Dobson at Warner; Dual left turn lanes	Requesting additional funding.	CMAQ	\$612,900	Minor project revision for additional funding. The conformity status of the TIP remains unchanged.
CHN07-303	Chandler	Western Canal multi-use path; Advance design phase	Requesting additional funding.	CMAQ	\$254,044	Minor project revision for additional funding. The conformity status of the TIP remains unchanged.
PEO02-005C	Peoria	New River Rd: Northern to Peoria; multi-use path	Requesting additional funding.	CMAQ	\$450,000	Minor project revision for additional funding. The conformity status of the TIP remains unchanged.
	ADOT	US-60 (Superstition) at Country Club Way: Multi-use bridge	New project.	CMAQ	\$1,250,000	New project is considered exempt from conformity under the category "bicycle and pedestrian facilities".
	Glendale	Cardinal/Coyote Complex: 4 ITS trailers for area traffic control	New project.	CMAQ	\$340,000	New project is considered exempt from conformity under the category "directional and information signs".
	Glendale	Cardinal/Coyote Complex: Design area traffic management project	New project.	CMAQ	\$190,000	New project is considered exempt from conformity under the category "directional and information signs".

<b>Proposed Amendment/ Administrative Adjustments to the FY 2003-2007 MAG Transportation Improvement Program</b>						
Project #	Agency	Project Description	Proposed Change	Funding Type	Amount	Conformity Assessment
	MAG	Evaluation of ITS Applications for Elderly Mobility	New project.	STP-MAG	\$15,000	New project is considered exempt from conformity under the category "planning and technical studies".
	Mesa	Williams Gateway Airport Freeway - Corridor Study	New project.	STP-MAG	\$500,000	New project is considered exempt from conformity under the category "planning and technical studies".
PHX03-206; PHX04-213	Phoenix	Central Phoenix fibre-optic backbone	Request for additional funding.	CMAQ	\$2,236,000	Minor project revision for additional funding. The conformity status of the TIP remains unchanged.
CHN03-107	Chandler	Ryan Rd: Arizona Ave to Consolidated Canal, Pave dirt road	Defer from FY 2003 to FY 2004.		\$162,000	Minor project revision required for changes to the project schedule.
CHN03-108	Chandler	Arizona Ave: Elliot Rd to Chandler Blvd, fibre optic comms system	Defer from FY 2003 to FY 2004.		\$235,750	Minor project revision required for changes to the project schedule.
CHN02-012	Chandler	Consolidated Canal: Ryan Rd to Riggs Rd, multi-use path	Defer from FY 2003 to FY 2004.		\$707,250	Minor project revision required for changes to the project schedule.
GLB01-002R	Gilbert	Consolidated Canal (Heritage Trail): Warner Rd to Freestone Park; Multi-use path	Defer from FY 2003 to FY 2004.		\$377,800	Minor project revision required for changes to the project schedule.

<b>Proposed Amendment/ Administrative Adjustments to the FY 2003-2007 MAG Transportation Improvement Program</b>						
Project #	Agency	Project Description	Proposed Change	Funding Type	Amount	Conformity Assessment
GLN01-001C	Glendale	Bell Rd: 51st Ave to 83rd Ave, signal system (Phase 2)	Defer from FY 2003 to FY 2004.		\$665,000	Minor project revision required for changes to the project schedule.
GDY03-102	Goodyear	MC-85: Estrella Pkwy to Litchfield Rd, Add bike lane	Defer from FY 2003 to FY 2004.		\$252,000	Minor project revision required for changes to the project schedule.
GDY01-101C	Goodyear	Rainbow Valley Rd: Riggs Rd to Hunt Hwy, Pave dirt road (phase I)	Defer to FY 2006.		\$80,000	Minor project revision required for changes to the project schedule.
MMA04-212	Maricopa County	PM-10 Roads - Various locations	Defer part of project to FY 2004.		\$930,000	Minor project revision required for changes to the project schedule.
MES03-121C	Mesa	Broadway Rd: Center to Recker Rd; Traffic control system	Defer part of project to FY 2005.		\$1,270,000	Minor project revision required for changes to the project schedule.
MES01-917R	Mesa	Stapley Dr: Baseline to McKellips; Traffic control system	Defer from FY 2003 to FY 2004.		\$339,480	Minor project revision required for changes to the project schedule.
MES02-006	Mesa	Consolidated Canal: Lindsay Rd to Baseline Rd; Multi-use path	Defer from FY 2003 to FY 2004.		\$447,925	Minor project revision required for changes to the project schedule.
MES03-124	Mesa	Various locations, Pave dirt roads (phase 1)	Defer from FY 2003 to FY 2004.		\$500,000	Minor project revision required for changes to the project schedule.

<b>Proposed Amendment/ Administrative Adjustments to the FY 2003-2007 MAG Transportation Improvement Program</b>						
Project #	Agency	Project Description	Proposed Change	Funding Type	Amount	Conformity Assessment
PEO03-101	Peoria	Carefree Hwy: Lake Pleasant to Beardsley Canal, Pave dirt road	Defer from FY 2003 to FY 2004.		\$845,000	Minor project revision required for changes to the project schedule.
PHX01-014CR	Phoenix	Maryland Ave at I-17: Bicycle overpass	Defer from FY 2003 to FY 2004.		\$2,546,100	Minor project revision required for changes to the project schedule.
TMP03-101	Tempe	Perry Ln: University Dr to Rio Salado Pkwy, Pave dirt road	Defer from FY 2003 to FY 2004.		\$450,000	Minor project revision required for changes to the project schedule.

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

June 3, 2003

**SUBJECT:**

Small Plant Review and Approval Process for the Proposed Shangri-La Ranch Wastewater Treatment Facility

**SUMMARY:**

The City of Phoenix has requested that MAG review the proposed Shangri-La Ranch Wastewater Treatment Facility through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The facility would have an ultimate capacity of 20,000 gallons per day and effluent from the facility would be directed to seepage pits. The Maricopa County Municipal Small Plant Planning Area is within three miles of the project, and the County has indicated they do not object to the proposed facility. On June 5, 2003, the MAG Water Quality Advisory Committee will conduct a meeting to review the proposed Shangri-La Ranch Wastewater Treatment Facility, and a recommendation from the Water Quality Advisory Committee may be forthcoming.

**PUBLIC INPUT:**

There was no public input provided on this item.

**PROS & CONS:**

PROS: Approval of the proposed Shangri-La Wastewater Treatment Facility as part of the MAG 208 Water Quality Management Plan would make the facility consistent with the MAG 208 Plan. The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region.

CONS: Currently, there do not appear to be any negative impacts associated with the approval of the Shangri-La Wastewater Treatment Facility.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The proposed Shangri-La Facility is needed to accommodate growth in the Phoenix Wastewater Planning Area.

POLICY: The MAG 208 Water Quality Management Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Approval of the facility would enable the facility to be deemed consistent with the MAG 208 Plan. Consistency is necessary for permit approvals.

**ACTION NEEDED:**

Recommend approval of the proposed Shangri-La Ranch Wastewater Treatment Facility as part of the MAG 208 Water Quality Management Plan.

**PRIOR COMMITTEE ACTIONS:**

Water Quality Advisory Committee: On June 5, 2003, the MAG Water Quality Advisory Committee will conduct a meeting to review the proposed Shangri-La Ranch Wastewater Treatment Facility, and a recommendation from the Water Quality Advisory Committee may be forthcoming.

**CONTACT PERSON:**

Brenda Geisen, MAG, 602-254-6300

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

June 3, 2003

**SUBJECT:**

9-1-1 Budget Request to the Arizona Department of Administration for Equipment and Operating Funds

**SUMMARY:**

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund.

In November 2000, the Regional Council approved the 9-1-1 Five Year System Management Plan. This plan addressed all areas of the system including administration, budget, database maintenance, equipment and growth for the region's 9-1-1 emergency telephone system. The budget request submitted for the MAG region is being made specifically to address the issues identified in the five-year plan. The Management Committee is requested to recommend approval of the funding request and the equipment program for submittal to ADOA.

**PUBLIC INPUT:**

None.

**PROS & CONS:**

PROS: The five-year equipment program assists the MAG 9-1-1 Oversight Team to forecast future equipment needs of the region and will enable MAG to provide estimates regarding future funding needs to ADOA.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: None.

POLICY: The process for approval of the PSAP funding request and five-year equipment program, which includes recommendations from the MAG 9-1-1 Oversight Team and Management Committee and approval by the Regional Council, demonstrates greater participation by management.

**ACTION NEEDED:**

Recommend approving the MAG FY 2005 PSAP Annual Element/Funding Request and FY 2005-2009 Equipment Program, and the request for 9-1-1 operating funds for submittal to the Arizona Department of Administration.

## **PRIOR COMMITTEE ACTIONS:**

9-1-1 Oversight Team: On May 6, 2003, the MAG 9-1-1 Oversight Team recommended approval of the MAG FY 2004 PSAP Funding Request and MAG FY 2004-2008 PSAP Equipment Program, and the request for 9-1-1 operating funds for submittal to the Arizona Department of Administration.

### MEMBERS ATTENDING

Harry Beck, Mesa Fire Department, Chair  
Jim Gibson, Glendale Fire Department  
Steve Werner, Maricopa County Sheriff's Office  
Mike Fusco, Emergency Management, Peoria

Blake McClelland, Phoenix Police Department  
Helen Gandara-Zavala, Scottsdale Police Dept.  
Jay Spradling, Tempe Police Department  
Lawrence Rodriguez, Tolleson Police Dept.  
\*Vacant: Phoenix Fire Department

\* Those members neither present nor represented by proxy.

# Attended by videoconference or by telephone conference call.

MAG 9-1-1 PSAP Managers Group: On April 17, 2003, the MAG 9-1-1 PSAP Managers Group recommended approval of the MAG FY 2004 PSAP Funding Request and MAG FY 2004-2008 PSAP Equipment Program, and the request for 9-1-1 operating funds for submittal to the Arizona Department of Administration.

### MEMBERS ATTENDING

Susan MacFarlane, Chair  
\*Steve Francis, Apache Junction  
\*Mike Hudson, Avondale  
\*Velma Washington, Buckeye  
Richard Speers, Chandler  
Johnny Huerta for Michelle Busch, El Mirage  
\*Janet Laird, Gilbert  
Sherrie Clark for Sheila Pattee, Glendale  
\*Chris Nadeau, Goodyear  
Erika Wilson, Mesa  
Tom Melton, Maricopa County  
\*Bruce Barrows, Paradise Valley  
Viola Bent for Vicky Scott, Peoria  
Curtis Thomas, Salt River Pima-Maricopa Indian Community  
Ramsey Beckstead, Scottsdale

Janne Stringer for Jack Aguilar, Surprise  
Karen Allen, Tempe  
\*Toni Rogers, Tolleson  
\*Ronnie Miller, Wickenburg  
+Brian Tobin, ASU  
+Barbara Jaeger, ADOA  
\*+Gina Weiers, Capitol Police  
\*+Debbie Henry, DPS  
+Mark Bach, Ft. McDowell Yavapai Nation  
\*+Tracy Smith, Luke AFB  
\*+Louise Smith, Phoenix  
+Tami deRuiter, Phoenix  
+Ken Reid for Joe Gibson, Rural Metro/Southwest Ambulance

\* Those members neither present nor represented by proxy.

+ Ex-Officio member

## **CONTACT PERSON:**

Susan MacFarlane, 911 Administrator, Phoenix Fire Department, 602-262-4433

# MAG FY 2005 PSAP ANNUAL ELEMENT/FUNDING REQUEST

SYSTEM IDENTIFICATION: Maricopa County 9-1-1 (33320)  
 AGENCY SUBMITTING: Phoenix Fire Department  
 ADDRESS: 150 S. 12th St., Phoenix, AZ 85034

CONTACT: Susan MacFarlane  
 TELEPHONE #: (602) 262-4433  
 DATE: 8-Apr-03

Fiscal Year		2004						2005					
TOTAL		Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Ringdown Circuits:													
911 Monthly Service:								10% increase					
\$4,410,000		\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$385,000	\$385,000	\$385,000	\$385,000	\$385,000	\$385,000
Equipment:**													
\$558,000		\$168,000				\$230,000				\$129,000	\$31,000		
Other: Local level network management													
\$0													
Maintenance:*													
\$876,000		\$73,000	\$73,000	\$73,000	\$73,000	\$73,000	\$73,000	\$73,000	\$73,000	\$73,000	\$73,000	\$73,000	\$73,000
Network Installation: Phase II													
\$0													
<b>FY TOTALS</b>													
\$5,844,000		\$591,000	\$423,000	\$423,000	\$423,000	\$653,000	\$423,000	\$458,000	\$458,000	\$587,000	\$489,000	\$458,000	\$458,000

## Equipment:

MCSO	Technology upgrade-monitors and CPUs/logging recorder	\$230,000	November
Salt River Tribal PD	Additional IAP plus position	\$27,000	July
Surprise PD	Additional Pallus position	\$31,000	April
Tempe PD	Logging recorder	\$9,000	July
Tolleson PD	Upgrade to CTI	\$129,000	March
Wickenburg PD	Upgrade to CTI	\$132,000	July

## Maintenance:\*

Includes \$3500 per month for Rural Metro maintenance

Subtotal \$558,000

\*\*Equipment costs are budget estimates from Qwest  
 more accurate costs when equipment is chosen

### MAG FY2005-2009 PSAP Equipment Program

	FY2005	FY2006	FY2007	FY2008	FY2009
Apache Junction PD	No response				
ASU PD	No response				
Avondale PD	None	Additional position		Additional position	Technology upgrade
Buckeye PD	None				
Capitol PD	No response				
Chandler PD	None	4 additional positions	Additional position	Additional position	2 additional positions
DPS	None	Vesta View	Technology upgrade		
El Mirage PD	No response				
Ft. McDowell	None				
Gilbert PD	None				
Glendale PD	None	Additional position	Additional position		
Goodyear PD	None			UPS replacement	Additional position
Luke AFB	None				
MCSO	18 monitors & CPUs / logging recorder	Power Map and Power 911 upgrade	Meridian Software	Power Map and Power 911 upgrade	Meridian Software
Mesa PD	None	2 servers & all positions hardware replacements	2 Additional positions		2 servers & all positions hardware replacements
Paradise Valley PD	None				
Peoria PD	None		4 additional positions		
Phoenix Fire	None				
Phoenix PD	None			Technology upgrade	Logging recorder
Rural Metro PD	None				
Salt River PD	Additional IAP plus position				
Scottsdale PD	No response				
Surprise PD	Additional Pallas position				Technology upgrade
Tempe PD	Logging recorder	Technology upgrade			
Tolleson PD	Upgrade to CTI			Logging recorder	
Wickenburg PD	Upgrade to CTI				

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

June 3, 2003

**SUBJECT:**

Compiling Information on Regionally Significant Development Projects

**SUMMARY:**

In December 2002, the Regional Council approved an 18-month evaluation period for MAG staff to compile information on regionally significant development projects. In doing so, the Regional Council directed that details of the process should be prepared with the input of the Planners Stakeholders Group (PSG), and approved by the MAG Management Committee and the MAG Regional Council prior to starting work. In addition to the PSG, member agency Intergovernmental Representatives and MAG Regional Council Executive Committee have also provided direction on the process.

In summary, MAG staff will compile information solely on regional transportation impacts. Regionally significant development projects are defined to be those which generate at least 20,000 Average Daily Trips (ADT), which is the capacity of a single freeway lane in one direction. Regionally significant development projects are further defined to be those that arise both through building permit applications and also through development proposals that require a public hearing and member agency Council action. The compiled information will be discussed with member agency staff in a meeting; only at the request of member agency staff will MAG staff transmit a formal report. MAG staff will compile regional transportation impacts in a time frame that meets member agency decision-making timelines.

In addition to regionally significant development projects, both the PSG and Regional Council Executive Committee recommend that the cumulative impact of all development, regardless of size, should be compiled. This will be done as part of the Regional Annual Report; information will be presented only for the region as a whole, not by municipality.

**PUBLIC INPUT:**

No public input has been received.

**PROS & CONS:**

PROS: Preparation of the regional transportation impacts, both in terms of key performance measures and also costs, of regionally significant development projects and annual cumulative development. This information can be used by member agencies to evaluate the regional impact of large development projects prior to their entitlement, and it can be used to monitor the regional transportation impact of all development in the region.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Regional transportation performance measures and costs of large development projects, and of annual cumulative development in the region.

POLICY: Possible recommendations by member agencies to mitigate regional transportation impacts of large development projects; possible regional policy recommendations as a result of monitoring annual cumulative impact of development in the region.

**ACTION NEEDED:**

Recommend approval of compiling information on regionally significant development projects, including annual impact of cumulative development in the region.

**PRIOR COMMITTEE ACTIONS:**

The information to be compiled on regionally significant development projects was initially prepared by MAG staff from significant involvement and direction of the Planners Stakeholders Group; it was reviewed by member agency Intergovernmental Representatives.

Executive Committee: This item was on the April 21, 2003 agenda and direction was given to get further input on the methodology from the Planners Stakeholders Group.

**MEMBERS ATTENDING**

Mayor Wendy Feldman-Kerr Queen Creek, Chair  
Mayor Joan Shafer Surprise, Vice Chair  
Mayor Keno Hawker, Mesa  
\*Mayor John Keegan, Peoria

Mayor Mary Manross, Scottsdale  
\*Mayor Skip Rimsza, Phoenix  
Mayor Woody Thomas, Litchfield Park

\* Not present

Executive Committee: This item was on the May 19, 2003 agenda for input.

**MEMBERS ATTENDING**

Mayor Wendy Feldman-Kerr Queen Creek, Chair  
Mayor Joan Shafer Surprise, Vice Chair  
Mayor Keno Hawker, Mesa  
Mayor John Keegan, Peoria

Mayor Mary Manross, Scottsdale  
Mayor Skip Rimsza, Phoenix  
\*Mayor Woody Thomas, Litchfield Park

\* Not present

Regional Council: On December 11, 2002, the Regional Council approved the Regional Development Scope of Work and after an 18-month evaluation period, this would be brought back to the Regional Council for evaluation and a vote on implementation.

**MEMBERS ATTENDING**

Mayor Wendy Feldman-Kerr, Queen Creek, Chair  
Mayor Joan Shafer, Surprise, Vice Chair  
Mayor Douglas Coleman, Apache Junction  
Mayor Ron Drake, Avondale  
\*Mayor Dusty Hull, Buckeye  
\*Mayor Edward Morgan, Carefree  
\*Vice Mayor Ralph Mozilo, Cave Creek  
Mayor Boyd Dunn, Chandler  
Mayor Robert Robles, El Mirage  
Mayor Jon Beydler, Fountain Hills  
\*Mayor Chuck Turner, Gila Bend  
\*Governor Donald Antone, Gila River Indian Community  
Mayor Steven Berman, Gilbert  
\*Mayor Elaine Scruggs, Glendale  
Mayor Bill Arnold, Goodyear  
\*Mayor Margarita Cota, Guadalupe  
Mayor J. Woodfin Thomas, Litchfield Park

Supervisor Mary Rose Wilcox for Supervisor Don Stapley, Maricopa County  
Mayor Keno Hawker, Mesa  
Mayor Edward Lowry, Paradise Valley  
Mayor John Keegan, Peoria  
\*Mayor Skip Rimsza, Phoenix  
\*President Ivan Makil, Salt River Pima-Maricopa Indian Community  
Mayor Mary Manross, Scottsdale  
Mayor Neil Giuliano, Tempe  
\*Mayor Adolfo Gamez, Tolleson  
Mayor Lon McDermott, Wickenburg  
\*Mayor Daphne Green, Youngtown  
Rusty Gant, ADOT  
Joe Lane, ADOT  
F. Rockne Arnett, Citizens Transportation Oversight Committee

\* Those members neither present nor represented by proxy.

# Attended by videoconference or by telephone conference call.

**CONTACT PERSON:**

Jack Tomasik, MAG Regional Development Manager, (602) 254-6300.

July 1, 2003

TO: Members of the MAG Management Committee

FROM: Jack Tomasik, MAG Regional Development Manager

SUBJECT: COMPILING INFORMATION ON REGIONALLY SIGNIFICANT DEVELOPMENT PROJECTS

-

On June 25, 2003, the Regional Council approved a policy for MAG to compile information on Regionally Significant Development Projects (RSDP). The purpose of this effort is to provide MAG member agencies with the regional transportation costs of major development projects.

MAG staff, with input from member agency staff, will provide information on the regional transportation costs of significant development projects. We will then meet with member agency staff to review the information. If requested by the member agency, a written report would be developed. The member agency could use the information in its consideration of the proposed project. The attached graph displays the process to be followed.

The criteria that have been developed will apply to all projects that meet certain size thresholds, and will apply to all such projects, arising either as building permit applications or as development proposals that require member agency Council action and that involve a public hearing. Development proposals to be evaluated including the following:

- . General plans
- . General plan amendments
- . Special study areas
- . Nonresidential development plans
- . Residential subdivision plats
- . Specific plans
- . Planned Area Development or Planned Unit Development documents

The threshold criteria to define RSDP are tied to sizes that would result in 20,000 average daily trips (ADT), which is the equivalent of one lane's capacity in a single direction on a freeway. The results are displayed in the following table. An RSDP can be considered to be a project that meets either the listed threshold criteria or equivalent acres.

**DRAFT**

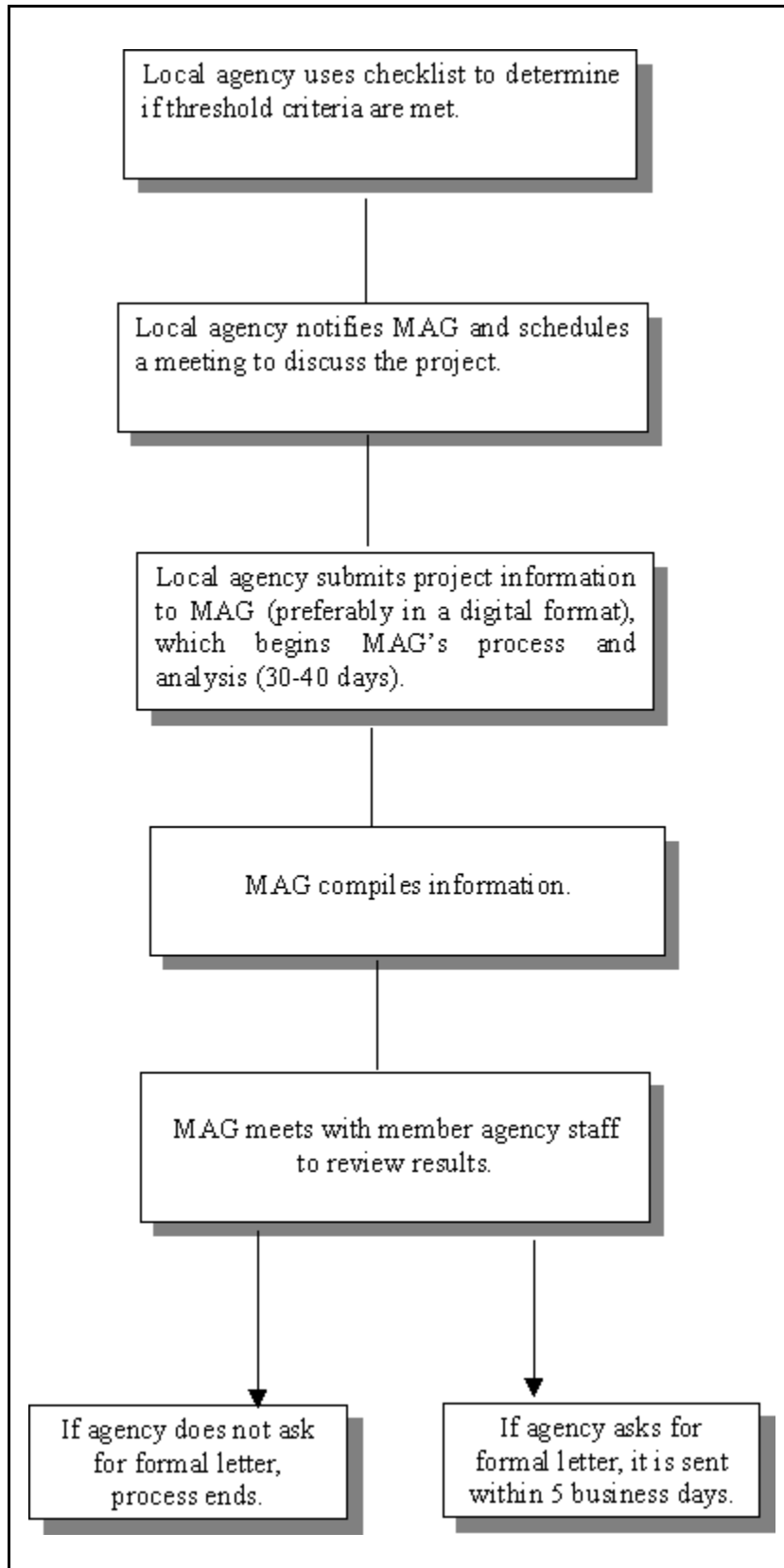
<b>Land Use</b>	<b>Threshold Criteria</b>	<b>Equivalent Acres</b>
Housing	2,800 dwelling units or more	640
Office	1.9 million sq. ft. or more	NA
Retail	667,000 sq. ft. or more	55
Industrial	2.8 million sq. ft. or more	215
Wholesale/Distribution	4 million sq. ft. or more	267
Hotels	667 rooms or more	27
Nonresidential Mixed Use	1 million sq. ft. or more	80
Hospitals/Healthcare Facilities	667 beds or more	15
Attractions & recreational facilities	>2,000 parking spaces, or seating capacity of 8,000 or more	NA

In addition to regionally significant development projects, MAG staff will also address the regional transportation impacts of cumulative development, irrespective of size. This cumulative regional transportation impact of development will be prepared and presented in MAG's Regional Annual Report. The information will be shown only for the region, not by municipality.

We are looking forward to working with your Planning Department staff during the trial period established by the Regional Council. I will be contacting your Planning Director to discuss specifics about the process.

cc: Planners Stakeholders Group

**DRAFT**



**DRAFT**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## ***INFORMATION SUMMARY... for your review***

**DATE:**

June 3, 2003

**SUBJECT:**

Eight-Hour Ozone Nonattainment Area Boundary

**SUMMARY:**

In July 1997, the Environmental Protection Agency (EPA) established the new more stringent eight-hour ozone standard. Following the resolution of legal issues, EPA set July 15, 2003 as the deadline for states to recommend eight-hour ozone nonattainment area boundaries. As the Regional Air Quality Planning Agency, MAG is preparing a recommendation for the boundary. The Arizona Department of Environmental Quality is also preparing a recommendation to be announced on June 11, 2003. The MAG Air Quality Technical Advisory Committee may then make a recommendation on June 19, 2003.

The EPA presumption is that the nonattainment area boundaries reflect the Metropolitan Statistical Area, which includes all of Maricopa and Pinal Counties. A state may propose a smaller boundary by addressing eleven key factors. Based upon EPA guidance, an initial analysis has been prepared by the MAG staff to identify an appropriate boundary for the new ozone standard (see attachment). On May 8 and 27, 2003, the MAG Air Quality Technical Advisory Committee reviewed the initial analysis which indicates that a smaller boundary within the Maricopa County borders may be the most appropriate.

**PUBLIC INPUT:**

No public input has been received.

**PROS & CONS:**

**PROS:** The eight-hour ozone boundary option in the MAG report expands the current one-hour ozone boundary to include the Humboldt Mountain and Blue Point monitors. The data analysis in the report through 2020 indicates that most of the man-made activities which cause ozone in the Metropolitan Statistical Area occur, and will continue to occur, within the MAG eight-hour ozone boundary option. Since the boundary option includes the current boundary with a few additions, it should be adequate to protect public health while minimizing negative economic impacts.

**CONS:** The Humboldt Mountain monitor is located in a remote area. However, the Clean Air Act requires that all areas which do not meet the standards be included in the eight-hour ozone nonattainment area boundary.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** The initial analysis evaluated the key factors identified by EPA which affect the drawing of the boundaries: emissions and air quality in adjacent areas; population density and degree of urbanization including commercial development; monitoring data representing ozone concentrations in local areas and larger areas; location of emission sources; traffic and commuting patterns; expected growth; meteorology; geography and topography; jurisdictional boundaries; level of control of emission sources; and regional emissions reductions. Data was analyzed through 2020. The results of the

MAG initial analysis indicate that the boundary option in the MAG report would be more appropriate than the entire Metropolitan Statistical Area.

In general, the new boundary option would include the current one-hour ozone nonattainment area boundary with the addition of the Humboldt Mountain monitor to the Northeast and the Blue Point monitor to the East. The Humboldt Mountain monitor violates the eight-hour ozone standard and the Blue Point monitor has recorded elevated ozone concentrations, based on 2000-2002 monitoring data. Most of the man-made activities which cause ozone formation within the Metropolitan Statistical Area occur, and will continue to occur, within the eight-hour ozone boundary option.

**POLICY:** The Governor is required to make recommendations on the eight-hour ozone boundaries by July 15, 2003. The EPA will then finalize the boundary designations by April 15, 2004. Within the nonattainment area boundary, requirements will be more stringent for business, industry and transportation. The eight-hour ozone standard applies to transportation conformity. Once the boundary is established, it is extremely difficult to reduce the size. However, under the Clean Air Act, a boundary may be expanded at any time, if it becomes necessary.

Also, there are several air quality measures already in place to control emissions from growth occurring outside of the MAG boundary option in the report. Over the years, the Arizona Legislature has required the implementation of measures in Area A to reduce emissions as growth and development occur, rather than expand the nonattainment area boundary. This approach results in improved air quality without the negative economic impacts of expanding the nonattainment area boundary.

It is important to note that the designation of the Indian Communities is under the jurisdiction of the Environmental Protection Agency. Therefore, the initial analysis report does not address the designation of Indian Communities.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

Air Quality Technical Advisory Committee: On May 27, 2003, the MAG Air Quality Technical Advisory Committee made a recommendation to delay any recommendation on the eight-hour ozone nonattainment area boundary until the June 19, 2003 meeting. In addition, the Committee requested that MAG transmit a copy of the Preliminary Draft of the Initial Analysis for an Eight-Hour Ozone Boundary Option for the Maricopa County Nonattainment Area document to the Arizona Department of Environmental Quality to assist in the agency's formulation of the eight-hour ozone boundary for Maricopa County.

## MEMBERS PRESENT

Stephen Cleveland, City of Goodyear,  
Chairman  
Avondale: Michael Powell  
Chandler: Jim Weiss  
\*Gilbert: Tami Ryall  
Glendale: Doug Kukino  
Mesa: Christine Zielonka  
Phoenix: Gaye Knight  
Scottsdale: Larry Person  
Surprise: Jerry Huston  
Tempe: Oddvar Tveit for Tom Moore  
Citizen Representative: Walter Bouchard  
\*Arizona Lung Association: David Feuerherd  
Salt River Project: Chris Janick  
\*Southwest Gas Corporation: Brian  
O'Donnell  
Arizona Public Service Company: Jim  
Mikula  
#Western States Petroleum Association:  
Gina Grey  
Valley Metro: Bryan Jungwirth  
Arizona Motor Transport Association: Dave  
Berry  
\*Maricopa County Farm Bureau: Jeannette  
Fish  
Arizona Rock Products Association: Rusty  
Bowers  
\*Greater Phoenix Chamber of Commerce:  
Michelle Rill

Associated General Contractors: Amanda  
McGennis  
\*Homebuilders Association of Central Arizona:  
Connie Wilhelm-Garcia  
\*American Institute of Architects - Central  
Arizona: Stephen J. Andros  
Valley Forward: Peter Allard  
University of Arizona - Cooperative Extension:  
Patrick Clay  
Arizona Department of Transportation: Pat  
Cupell  
Arizona Department of Environmental Quality:  
Peter Hyde  
\*Maricopa County Environmental Services  
Department: Jo Crumbaker  
Arizona Department of Weights and  
Measures: Duane Yantorno  
Federal Highway Administration: Ed Stillings  
for Dennis Mittelstedt  
\*Arizona State University: Judi Nelson  
\*Salt River Pima-Maricopa Indian Community:  
B. Bobby Ramirez  
\*Citizen Representative: David Rueckert

\*Members neither present nor represented by proxy.

#Participated via telephone conference call.

## **CONTACT PERSON:**

Linda Bauer, MAG (602) 254-6300

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

June 3, 2003

**SUBJECT:**

Draft Revised Interim Projections of Population, Housing and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for July 1, 2010, 2020, 2025 and 2030

**SUMMARY:**

At the May Management Committee meeting, a presentation was made on the Draft Interim subregional projections of population, housing and employment by MPA and RAZ for July 1, 2010, 2020, 2025, 2030 and 2040. These subregional projections were recommended for approval by the MAG Population Technical Advisory Committee (POPTAC) on April 29, 2003.

During the discussion on the projections, an issue raised whether there was adequate water to support the future population. It was noted that the projections were based upon the General Plans of MAG member agencies, and unless a jurisdiction specifically noted a water constraint, it was assumed that the jurisdiction would be able to secure the water necessary to support the population identified in its General Plan.

Given the concern about whether there would be adequate water to support the projected population, it was proposed that the interim projections only be approved through 2030. A motion to approve the interim projections through 2030 was approved with one no vote and one abstention.

In order to give additional attention to the issue of available water supply, on May 20, 2003, a memorandum was transmitted from the Chair of the MAG Management Committee to committee members, requesting one final review of the 2030 interim projections of population and employment. It was requested these Interim projections be reviewed in terms of whether there would be adequate water available to support the projections. In response to that request, additional input was received from one member agency requesting that their interim population projections be reduced. No jurisdiction requested a change to employment projections.

The population projections were adjusted based on the comments from staff. The net effect of this adjustment was to decrease the population by 101,000 in 2030. The Maricopa County projection, which was accepted by the Regional Council in April 2003, was reduced by an equivalent amount.

Based on the input received, MAG staff is transmitting the Draft Revised Interim Projections of population, housing and employment by MPA and RAZ for July 1, 2010, 2020, 2025 and 2030.

**PUBLIC INPUT:**

A citizen indicated that the projections should take land use into account.

## **PROS & CONS:**

PROS: The updated population and employment projections take into account 2000 Census data, land use, available water and other base data, surveys and assumptions as approved by the MAG POPTAC. The last official set of projections was developed in 1997.

CONS: None.

## **TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: These interim projections will enable regional planning activities to use a data set based on the most recent information available.

POLICY: These interim projections of population and employment will provide input to the MAG Regional Transportation Plan, and will be used for other regional planning purposes.

## **ACTION NEEDED:**

Recommend acceptance of the Draft Revised MAG resident population, housing and employment projections by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for July 1, 2010, 2020, 2025 and 2030 for use as interim projections.

## **PRIOR COMMITTEE ACTIONS:**

Management Committee: On May 14, 2003, the Management Committee recommended by a vote of 22 yes, one no (*italics*) and one abstention (shaded) of the draft resident population, housing and employment projections by Municipal Planning Area and Regional Analysis Zone for July 1, 2010, 2020, 2025, and 2030 for use as interim projections. It was also recommended that MAG do further analysis on water availability and work with member agencies to incorporate this analysis into future projections.

## MEMBERS ATTENDING

Terry Ellis, Peoria, Chairman  
Mike Hutchinson, Mesa, Vice Chairman  
Bryant Powell for George Hoffman,  
Apache Junction  
Kristin Skabo for Todd Hileman,  
Avondale  
Joe Blanton, Buckeye  
\* Jon Pearson, Carefree  
\* Usama Abujbarah, Cave Creek  
Pat McDermott, Chandler  
Dick Yost, El Mirage  
#Tim Pickering, Fountain Hills  
David Evertsen, Gila Bend  
\* Urban Giff, Gila River Indian Community  
George Pettit, Gilbert  
Ed Beasley, Glendale  
Stephen Cleveland, Goodyear  
Tom Morales, Guadalupe

\* Horatio Skeete, Litchfield Park  
Tom Martinsen, Paradise Valley  
*Frank Fairbanks, Phoenix*  
# Cynthia Seelhammer, Queen Creek  
Jacob Moore for Bryan Meyers, Salt River  
Pima-Maricopa Indian Community  
Jan Dolan, Scottsdale  
Sintra Hoffman for Bill Pupo, Surprise  
Will Manley, Tempe  
Reyes Medrano for Ralph Velez,  
Tolleson  
Shane Dille, Wickenburg  
Mark Fooks, Youngtown  
Dale Buskirk for Victor Mendez, ADOT  
Tom Buick for David Smith,  
Maricopa County  
Ken Driggs, Valley Metro/RPTA

\*Those members neither present nor represented by proxy.

# Participated by videoconference or telephone conference call.

MAG Population Technical Advisory Committee: On April 29, 2003, the MAG POPTAC recommended acceptance of the draft interim resident population, housing and employment projections by MPA and RAZ for July 1, 2010, 2020, 2025, 2030 and 2040 for use as interim projections.

Member/Proxy

George Pettit, Gilbert, Chairman

Avondale: Adrian Williamson

\*Apache Junction: Bryant Powell

Buckeye: Liz Zeller

\*Cave Creek: Usama Abujbarah

Chandler: David de la Torre

El Mirage: Mark Smith

\*Fountain Hills: Tom Ward

\*Gila River Indian Community: Terry Yergan

Glendale: Ron Short

Goodyear: Janeen Hollomon

\*Guadalupe: Gary Smith

\*Litchfield Park: Horatio Skeete

Mesa: Tom Ellsworth

\*Paradise Valley: Duncan Miller

Peoria: Prisila Ferreira

Phoenix: Tim Tilton

Queen Creek: John Kross

Scottsdale: Monique de los Rios-Urban

Surprise: Scott Phillips

Tempe: Mark Elma

\*Youngtown: Mark Fooks

Maricopa County: Elaine Averitt

\*Those neither present nor represented by proxy

**CONTACT PERSON:**

Harry Wolfe or Anubhav Bagley, MAG, 602-254-6300